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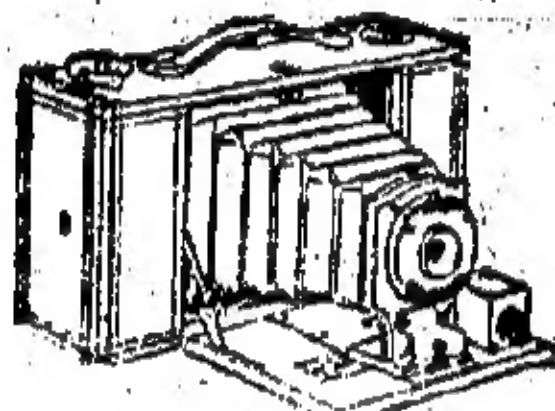


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## The Daily Press.

HONGKONG, APRIL 29th, 1911.

THE discussion which has been proceeding in the Legislative Council on the cost of the Kowloon railway seems to us about as useless as flogging a dead horse. Unless somebody is to be pilloried and punished for expending on the railway more than twice the sum originally contemplated, what is the use of all the talk? The debate has thrown no new light on the subject, the contentions and the replies thereto being simply a rehash of former debates on the subject. All the trouble about the cost of the railway appears to be due to the fact that the Government when it commenced the building of the line had not made up its mind as to what was really required. From the taxpayers' point of view the position is briefly this: The Colony undertook to build a railway estimated to cost between five and six million dollars. If anyone had ventured at that time to say that the estimate prepared by Mr. Bruce and Mr. Valpy, with some assistance from the Director of Public Works, was an untrustworthy guide to the actual cost of a railway adequate to its anticipated requirements as a terminal section of a great trunk line, we wonder what Mr. Bruce would have had to say on the subject? On his estimate the Colonial and Imperial Authorities decided that the railway should be constructed. Mr. Bruce's connection with the matter ended there.

Another railway engineer was chosen by the Crown Agents to undertake the actual construction. Then, commenced those deviations from the original plans which are responsible for so large a part of the increased cost. We have no knowledge of Mr. Bruce beyond the fact that he was chosen by the Crown Agents or their Consulting Engineers as a man competent to frame a reliable estimate, but we have often wondered whether some injustice is not being done to his reputation as a railway engineer by the belittling of the estimate he furnished to the Government, as a result, if we recollect aright, of several months' work. It is quite possible, of course, that he would approve every alteration that has been made in the plans if instructed to make the undertaking, and not the cost, his first consideration; but we assume he did not set out to design a railway regardless of cost, and it would have thrown much light on the subject if in the course of these discussions some statement by Mr. Bruce himself regarding his estimate had been called for and made public. When we are told that the estimate this engineer prepared "cannot be considered as an estimate of the cost of construction," we are driven to ask: What, then, was the use of it? Did the Government when it decided to build the railway imagine for a moment that the estimate they had before them was worthless as a guide to the cost? Whether they did or whether they didn't seemed to be regarded by the authorities of the day as a matter of no consequence to the taxpayers, for it was not until a year or more had elapsed after the commencement of the railway that the public were informed that the original estimate was \$550,000. By that time over seven million dollars had been expended and the unofficial members of Council had begun to be alarmed at the heavy cost of the undertaking. Then the explanation was given that since the original estimate was formed a "larger view" of the interests of the railway had been taken. The taxpayers and their representatives in the Council were not consulted about it, their interest being confined to paying the cost. We owe it primarily to the protests which the Hon. Mr. Hawert and the Hon. Mr. Kewwick made in the Council in January 1908 that we have since had annual progress reports on the railway and if no annual progress reports had been passed on the railway policy when the Government, the Hon. Mr. Hawert's speech of 29th September 1910 shows, it was not because he was entirely satisfied with that policy. What all the criticism amounts to is simply that we have not cut the cost according to our cloth. We expected to get a railway costing half a million sterling or thereabouts, and we have instead one which has cost more than double that amount, the additional cost being largely due to alterations of the original design in accordance with the "larger view" which was taken after the work of construction had actually commenced—and the taxpayers had absolutely no voice in the matter. They knew little or nothing about these things, in fact, until the bill was presented, and the Hon. Mr. Hawert, though a member of the Executive Council, appears to have known no more than the main-street. The grounds of criticism, as the Hon. Mr. Hawert was careful to observe, refer to a time prior to the government of H.E. Sir Frederick Lugard, who has certainly shown by his annual railway statements that he has exercised a close supervision over the expenditure to which the Colony had been committed. When all is said and done the mainspring of the discontent is seen to be that the taxpayers who have to foot the bill were not taken into the confidence of the Government when the plans were being settled, and were consequently misled into believing that they would be getting a railway at a cost approximately to the estimate furnished by Mr. Bruce.

Fifteen risible coolies were fined \$2 apiece by Mr. Hallifax at the Magistracy for persistent solicitation of passengers near the Naval Cantonment. Before Mr. Wood at the Magistracy yesterday a Chinese contractor from Hollywood Road was charged with receiving 17 cases of glass valued at \$137.40, knowing the same to have been stolen. The hearing of the case was adjourned.

A coolie leaving H.M.S. Newcastle with five ounces of tobacco was arrested and charged before Mr. Hallifax at the Magistracy yesterday with stealing the weed from a bluejacket. He told his Worship that he picked it up on the deck. A fine of \$5 was imposed.

Two Chinese, a man and a woman, were charged before Mr. Wood at the Magistracy yesterday with having in their possession 176 old tablets of opium without a valid certificate. Mr. Otto Kong Sing represented the defendants. The hearing was adjourned, and bail was fixed in the sum of \$750.

A Chinese who took a watch out of the coat pocket of a countryman at West Point on Thursday night was sentenced by Mr. Hallifax at the Magistracy yesterday to twelve months' imprisonment and six hours' stocks. The defendant, it was found, had just completed a term of banishment.

At the Roman Catholic Cathedral to-morrow morning at 7 o'clock hundreds of children of both sexes, we are informed, will receive the Holy Communion for the first time. His Lordship Bishop Pozzoni will administer the Holy Communion during a low-solemn mass. In the evening at 5.30 solemn services introductory to the "Month of May" will be held during the month of May, all the evening. Conferences will be conducted by the Rev. Fr. L. Versiglia, the superior of the Salesian Congregation.

Mr. Harry A. Dooley, advance agent of "The Follies" has returned to Hongkong, and informs us that the Company will give one performance only in Hongkong on Saturday May 13th, and then go to Canton where they will give entertainments on Monday 15th and Tuesday 16th. The Company has had a most successful tour in the North, especially at Shanghai. They have been to Kobe and Yokohama, and after a return visit to Shanghai, they have gone up to Tientsin.

On Thursday a lady engaged a chair to travel from D'Aguilar Street to her home in Peel Street. As she left the conveyance she missed her purse, and on going back to recover it was unable to find it. The leading coolie, who denied having seen the article, was given in charge and taken to the Central Police Station. There Inspector McIlroy saw him throw the purse into a basket. The thief was charged before Mr. Hallifax at the Magistracy yesterday and sentenced to six weeks' imprisonment and six hours' stocks.

## THE MINISTERING CHILDREN'S LEAGUE.

Addressing about 350 Chinese members and associates of the Ministering Children's League, assembled in the grounds of Government House on Thursday night, the Hon. Mr. Kewwick said: "I have the honor to address you on the occasion of the annual meeting of the League. I have been thinking much of late about the children of the European branch of the League camp last week, because you have joined the Ministering Children's League, and I understand that you want me to talk to you all about it. I talked to them about the League. I can only say to you very much the same things that I said to them, and the one same thing, the principal thing, which has to be said over and over again is that the League is just a League of Kindness. I know that in China there are many Leagues which you call guilds, that is, people who agree to join together for a purpose. Well, the Ministering Children's League may be called a 'Guild of Kind Children' for you all join together with the one purpose of being kind. The League has only one rule of importance which we ask you to try and keep, and that rule is to do at least one kind act every day. It is not a very difficult rule, for if you are like any other children that I know—and I expect you are all very much the same—you probably do already a great many kind acts every day. But while it is not a very difficult rule to keep it has just this value that if you think about doing one kind act it will not only lead to your doing a great many more kind acts, but it will probably help to turn your thought towards unselfishness, which we believe to be the foundation of all that is best in human character. You probably hear a great deal about the value of a school education here in Hongkong. In the West, however, we think that a school education is of very little use unless it helps to form good character. We have a saying that 'Character governs the world.' Mixed up with our school education we have in England amongst all classes, for children, and for grown up people alike, a great many leagues which, like the Ministering Children's League, have for their object primarily the development of character. So it seems right that here in Hongkong where you take our school education you should also have the opportunity of joining some of our good character leagues. That is one reason why I have asked if you came to join the Ministering Children's League. The Ministering Children's League is, I think, the very first that an English child can join. The rule of kindness which I have given you is so simple that even quite young children can join, and the age limit is, I believe, lower than the age limit of any other league. I think myself that five years old is as young as any one can well understand what the league is intended for, but we have some members who are actually younger than that. Therefore, any of you who join the league can feel that you have joined one of the first character leagues which if you were English you could have joined, and that you have joined a league of which the special object is to develop a virtue that prepares the character for other virtues. It is only a first step, but if you find that the Ministering Children's League helps you you can form if you like other character leagues amongst yourselves, or you

can establish here branches of the many English leagues which now exist. The Ministering Children's League was first formed as a league among the children of the rich with the idea of teaching them to care for the poor and to be kind especially to all those who were less fortunate than themselves. It was started by Lady Menth. Our Queen was one of its first patronesses, and the children of many of the great families of England joined it. Then it came to be felt that the children of the poor want quite so much as the children of the rich to learn the sweet uses of kindness, and the league became a wide-spread league of rich and poor with branches wherever the British Empire goes and even beyond its borders. In this league we meet now all on equal terms, making no difference between rich and poor and trying only to be equally kind. But we don't lose sight of the first charitable object with which it was formed. We try to keep a special remembrance of those who are less fortunate than ourselves, and in

order to have something to give to the poor each branch of the League has a Bazaar every year the proceeds of which are divided among local charities. We don't ask children for money, because children can only in turn ask their parents. They have no money of their own. We therefore ask children for an act of kindness, that is, that they should do some work for the bazaar. Everybody's work is sold at the bazaar, and the money that it brings is given to charity. Next year when we have our meeting I shall be able, I hope, to read you a list of the charities of Hongkong which you will have helped. The Ministering Children's League has grown up members and Associates. Having once entered the League you can remain a member all your life. Those who are now Associates of the Chinese branch will, I am sure, be ready to help the younger ones with their work. If I may say a word to the Associates, I would ask them to be so good as to keep especially before the minds of the younger members that the whole object of the league is to be really kind. A kind act done to somebody who wants it is more than a beautiful piece of work done without kind thought. If when you are working, for the Bazaar you will try to keep the thought of kindness in your hearts. I think you will find that the habit of kindness grows almost as simply as a plant grows in the sun. It would be nice if we could all be kind quite naturally as roses are red. For kindness has, I think, a special quality that it creates a good atmosphere in which other virtues can flourish. Have you ever noticed how good you feel when other people are kind? You feel more clever more able to do your best when people smile at you than when they frown. You feel more ready to help other people when they are ready to help you. I will tell you a pretty legend that I once read in an Arabic history of Egypt. Very long ago, about the same time as the earliest dynasties of China, there were that they had the power of giving victims' objects round them. One King was so good that he was able to give the power of healing to stone statues. It took him years of good life to be able to give power to one statue, but gradually as he lived he made statues able to heal every disease to which humanity is subject. There was a statue which if a blind man touched it would cure his blindness. There was a statue which if a lame man touched it would cure his lameness. The King had a temple full of healing statues to which men used to travel from great distances to be cured of their diseases. He was known to his subjects as the 'Benevolent King,' and he lived to a great age, adding always statues to his temple. In the last year of his life he became so good that he was able to make a statue more wonderful than all the rest. The stone cured the diseases which were known, but the last one had the power of curing man's 'secret sorrow.' It was placed in the middle of the temple. People had only to come into its presence and the sorrow of their hearts was healed. And this statue was the statue of a smiling woman. That story seems to me to have a very beautiful meaning for kind women. There is not one of you, I imagine, who would not like to think that perhaps with years of goodness added to kindness, you too, might have some power of healing secret sorrow. Some day if you will keep your thoughts kind and your ideals high you will become women whose smiles have power to spread happiness around it. I would suggest especially to the older girls among you who are now going up for honours at school and perhaps later, for a University education, that you become a smiling woman in the sense of that magical statue is a better aim than to aim at doing the work of man in the world. To the younger ones I would say that they must begin with very simple acts of kindness to all around them. And I would ask them to remember that kindness may be done to animals as well as to human beings. Not only to birds, who give back their sweet song in return, but also to dumb animals, to whom kindness will be done merely to make them happier. By the organization of the league it is intended that a certain number of children should come under the personal influence of each Associate. I would ask that Associate particularly to keep the children under his influence to look out for kind acts to do. We must all, from the President to the youngest member, keep in our minds that the league is of no use unless it brings more kindness into the world. I have no need to say to you children how much happier a house is in which everybody is kind. You all know that for yourselves. I would like just to say that your own hearts also will be happier in proportion as they are kind, so in asking you to join a league of kindness, I ask you also to join a league of happiness. Happiness for yourself and happiness for those around you. Let your guild of kind children be also a guild of happy children, and you will carry out all the best purposes for which the league was formed.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE PLAGUE CONFERENCE.

PEKING, April 28th.  
A tarabagan inoculated at Mukden on the 14th inst. was to-day found to be suffering from chronic plague, proving infectivity for lengthy periods. The Conference resolutions will not be published before the Report is issued.

## DEBACLE ON THE TOKYO EXCHANGE.

Tokyo, April 28th.  
Half of the China loan has been allotted to London capitalists. There was a regular debacle on Exchange in consequence of the leading "bull" being unable to meet obligations of over three millions.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS".]

## SERIOUS SITUATION IN MOROCCO.

FRENCH RELIEF COLUMNS GET OFF.

LONDON, April 28th.

A telegram from Tangier states that the bold attempt of M. Boisset, the French Consular Agent at Alcazar, escorted by troops, to take money and ammunition supplies to Major Bremond, who is marching with the Mahalla to the relief of Fez, was recently reported to be detained by floods and exhaustion of ammunition and his force, which is thirty miles from Fez, is now reported to be cut off from relief.

The flying column mentioned in the telegram of the 25th is three thousand strong but cannot reach Fez in less than ten days.

A letter received in Madrid from Fez via Ceuta states that the Europeans there, disguised as Moors, have taken refuge in the French Consulate. They had been there three days unable to leave, as the city was a prey to anarchy. It was feared that the provisions at the Consulate would give out.

There is an unconfirmed report from Tangier that Major Bremond has been killed.

## THE OPERATIONS IN ARABIA.

LONDON, April 28th.

Perim natives report that Imam Yahya has been captured at Sanaa.

## FRANCE AND THE ALGERIAS TREATY.

LONDON, April 25th.

The French Ambassador at Berlin has assured Dr. von Bethmann-Hollwag that France has no intention of contravening the Treaty of A' gadir.

## THE BRITISH BUDGET.

LONDON, April 28th.

Speaking in the House of Commons, Mr. Asquith said that he hoped the Budget would be presented as soon as the Veto Bill is disposed of in the Commons.

## A WARNING TO MONTENEGRO.

LONDON, April 28th.

It is reported from Constantinople that Rifat Pasha, the Grand Vizier, has said that unless the Montenegrins cease aiding the Albanian insurgents he will be compelled to call Montenegro to account.

## REVOLT IN CANTON.

## ATTACK ON THE VICEROY'S YAMEN.

Following on the rumours to the probability of a rising in Canton on the first of the moon (to-day), which have been current for a day or two, came the startling intelligence yesterday that the standard of revolt had been raised and that an attack had been made on the viceregal yamen by a body of insurgents. Though it was understood that this particular attack had proved abortive, it was feared that the outbreak would assume serious dimensions, and considerable anxiety prevailed in Hongkong in consequence. The mercantile community with interests in Canton could not but feel grave concern, and the Colony generally was roused to an unusual interest in news from up river. Among the Chinese there was a ferment of excitement, and the vernacular newspapers with their various publications were eagerly scanned for the latest information.

The first sensational intelligence arrived through Chinese sources. The report, which came to hand in the morning, was to the effect that a band of rebels had made an attempt to destroy the Viceroy's Yamen. These malcontents armed with bombs and hand grenades, surrounded the Yamen, set fire to an adjacent building, and exploded their bombs. Considerable damage to property was done, but His Excellency escaped. Admiral Li came on the scene with his soldiers and surrounded the insurgents. A fierce fight ensued, and several casualties took place on both sides but the result was that the rebels were dispersed. Some fifty of their number were captured, and among them was the ringleader. Then followed the announcement that all was quiet. Reassuring as this was intended to be, it did not produce that effect, and excitement became intensified when it was learned that the Harbour Master had prohibited all vessels leaving here for Canton. The Canton steamboat wharves were thronged all day by Chinese, and the crowd increased as the day advanced.

Later in the afternoon the prohibition was cancelled, a fact which was taken as an augury that the situation in Canton had become less acute. It was learned that the embargo placed on vessels leaving Canton had been removed by the Viceroy, and that the *Honam* had left that port at one o'clock. This steamer arrived about eight o'clock at night. Though the first to reach here from the scene of the disturbances, she brought little additional information as to what was happening there. Captain Smith stated that the only feature of the trip was the large number of better class women and children who had taken passage. They were in a state of alarm, and many of them were seen in tears. The Captain told our representative that though he saw a glare in the sky the previous night he did not attach any importance to it. He thought it was one of the numerous fires common to the city. Not until 6.30 yesterday did he learn of the happening of the night before. Then a customs officer came on board and informed him that the *Honam* could not leave until further orders. All traffic on the river was suspended. The railway service too was stopped. The city gates were closed and no one was allowed to leave unless under a permit from the Viceroy or Admiral Li.

The reports to hand indicate that the rising was precipitated through the measures of the Viceroy in causing search to be made for revolutionaries. So thorough was this search that the outlaws were driven from their hiding places, and it seems to have been as a desperate resort that the attack on the Viceroy's Yamen was carried out. According to an account furnished to the *Chung Ngi San Po* "several tons of bombs" marched from Sz Hau Street to the Yamen. They were armed with pistols and wore white cloth round their waist as a distinguishing mark. About seven o'clock they set fire to a building near the Yamen, but His Excellency gave instructions to pay no attention to the fire, but to cope with the rebels. Fighting ensued, and after a number were killed the rebels ran away. The gates of the city were closed, and a thorough search for revolutionaries was instituted.

In none of the communications from reliable sources is the outbreak attributed to the action of reformers. The men who took part in the attack are described as outlaws or rebels or mob.

That the British authorities were well informed is indicated by the fact that the *Moeha* reached Canton on Thursday night and two gunboats proceeded there yesterday from Hongkong.

The steamers from Hongkong reaching Canton yesterday morning had to remain in the back reaches until the afternoon, and a strict examination was made before the passengers were allowed to land. A telegram sent from Canton at ten o'clock last night stated that several "tens of rebels" have been arrested, "that the city gates are still closed in continuation of the search for rebels, and that the people are quiet."

## SUCCESS OF INTERNATIONAL STAMPS.

The Universal Postal Union at Bern issued in 1907 the "coupon response international" which is a kind of postal order with a face value of 24d., and on which is written: "This coupon can be exchanged for a postage stamp of the value of 25 centimes, or the equivalent of that sum, in countries which have adopted the arrangement."

It was created to facilitate correspondence and business in all parts of the world, and has gradually been adopted by nearly all the countries belonging to the Postal Union. According to the latest report 253,100 coupons were delivered to various countries in 1909, but last year the total increased to 1,064,700, and this year the increase should be greater, as three more French colonies and Brazil and Portugal have adopted the system.

## HONGKONG LEGISLATIVE COUNCIL.

(Continuation of Report from yesterday.)

## THE COST OF THE RAILWAY.

Hon. Mr. KIEWICK—Your Excellency, at the last meeting of this Council you referred to some criticism which I made to the shareholders of the Dock Company and the Wharf & Godown Company. I made those criticisms because I thought it was my duty as chairman of directors of these two concerns to lay before the shareholders the dangers which, from information in my possession at the time, I thought threatened their interests. At the last meeting of the Council you referred to those speeches, and have since then made some of my fears. Others, I regret, you have not. However, with regard to that, it is all a matter of opinion. It is, in fact, and I know the fallacy of crying over spilt milk. My object has been to attract attention to the dangers which, from information in my possession at the time, I thought threatened the interests of the Government to the fact that there were a number of people in the Colony who were watching the action of the Government very closely and were continually concerned as to the result. With regard to the original estimate for this railway and the ultimate cost, the original estimate, it appears to me, Sir, was made for the purpose of constructing a line which would connect the Chinese section from its terminus with Kowloon. At that time it was not considered necessary that there should be the elaborate and most excellent railway which we now possess. It was merely a line which would be sufficient to meet the ordinary traffic which would pass over it, a line which later on might be made to meet the improving and more numerous conditions. As we have gone along, the expenses have largely increased, and it is that which we people in Hongkong rather "kick at" if I may use a colloquial term. If we had money we would be only too pleased to provide the best railway possible, but we have not the money. I would like to know whether my estimate was correct, whether my estimate of the cost of the railway was correct, whether my estimate of the cost of the railway was correct. I venture to use the word "chuckle" because although it is not perhaps of the same class as the word "chuckle" of the hon. Colonial Secretary still "Alice and the Looking-Glass" is more or less of a classic. It seems to me that we are all more or less looking through a looking-glass, and I would suggest that we should look back again as we go on. The railway exists, and as my hon. friend the Colonial Treasurer said to me the other day, it doesn't matter a row of pins whether you pass this vote or not, because the money has already been spent, and as my hon. friend Mr. Pollock says, we have got a good railway. The representative of the Chamber of Commerce also considers, and I think rightly, that the engineers on the line have done their work well. Let us get back through the looking-glass to ordinary times, and take particular care that as we have so expensive a toy, or instrument, to work, we use it to the best advantage.

HIS EXCELLENCY—Gentlemen, it only remains for me to wind up, in a few words as possible, the debate on this resolution. The criticisms made by the hon. member who represents the Chamber of Commerce have been so very fully replied to, both by my hon. friend the Colonial Secretary and my hon. friend Mr. Pollock, that I think there is little need for me to go into them in any detail, save especially in regard to what is called Bruce's estimate, which, as the hon. Mr. Pollock said, frequently on former occasions explained to have been merely a preliminary survey for preparing the probable cost of two different alignments and including items not common to both, but which he said he did not estimate for a railway. One other matter upon which the hon. member on my right touched is the question of the cost of the railway. I dealt with that at some length in a speech which I made on this subject on the 6th February, 1909. You will find it on page 9 of *Household* that day. He said that if the railway had been constructed by contract it would in all probability have been a very much cheaper speculation for this Colony, and gave as one reason that we should not have had the expense of supervising which we now have. On that point I think the hon. member is in error. If we employed contractors to construct the railway, we should have to pay for their contract, and for the supervision, and for the technical work like a railway, would have been in itself very costly. The ordinary reason for adopting what has been called the Departmental system is that the Government is able thereby to save contractors' profits, a subject upon which there has been already on long speeches this afternoon, and I do not desire to examine it at length. I ask you, when discussing the question of railway building by contract, to bear in mind these two points, together with one other, and that is, if you can place before the contractors a definite self-contained scheme which you are certain is going to express all you need, it may be better to adopt the contract system, but if you cannot specify every item to be included in that contract you are entirely at the mercy of the contractor for every addition to the terms of the contract. When we originally had this line in view, it was impossible to state the many conditions regarding this railway, more especially the terminal station, the reclamation, and various other points. I may also say in regard to this particular railway that it was an unknown fact of what sort of material the tunnel would consist and would have involved an undoubtedly exceeding heavy contract price. On the general question as to whether we have good value for our money, or whether we have good value for our money, or whether we have good value for our money, I regard his opinion as of great value, because he had himself for some period previously been engaged in contracts with Chinese for similar work. With regard to the question of the reclamation, the hon. member representing the Chamber of Commerce repeated the fears which he expressed before that the reclamation would be used to the disadvantage of existing companies. I may inform the Council that a considerable portion of that reclamation has already within the last few days been let on a very advantageous lease, and I may repeat what I said the other day that it is not the intention of the Government to build wharves and godowns to compete with private firms unless and until the railway makes it necessary. The hon. member informed us that the growing accommodation in the Colony at the present time is considerably in excess of the Colony. Of that fact I am well aware, but for the storage of cement, coal and other articles

godowns will in all probability be required in close proximity to the sidings and termini of the railway. My hon. and learned friend Mr. Pollock condensed the criticisms made about the railway to the one point: that we had in all probability resumed more land than we required. If he alluded to the two acres north of Salisbury Road I may inform him, as I have already done, that the cost of neither of those areas has been debited to the railway. They are an asset acquired by the Colony, and in the opinion of those with whom I discussed the subject a very valuable asset, and I think should the Colony desire to part with them it will do so certainly at no loss. The reason that they were acquired was not, as the hon. member on my right (Mr. Hewitt) said, because we did not want them, but because up to the present day it has not been finally decided where the railway terminus shall be, and I explained very fully when speaking at the last meeting the reason why the final decision on that point had not yet been taken. On that particular subject no criticism or comments have been made, and I assume therefore that the Council endorse the wisdom of waiting to spend our money until you know exactly how the traffic with Canton is going to turn out. With the question of working I have already dealt, and I think there is little to be said on the matter. The hon. member representing the Chamber of Commerce said that he and those who thought with him still maintained that a certain amount of work at any rate for the railway could be done by private shops. I would ask the Council how can the railway rely on a certain amount of work being done outside? With regard to the question of the increase of staff and the cost of maintenance I have already spoken so fully that there is no need to add to what I have said—I pointed out emphatically that as the railway will be compelled in any case to have a locomotive superintendent and a mechanical railway staff, that staff will be available for work in the shops and they will be able to turn out work more cheaply than could the "shop" men, private firms, especially those which have not got the machinery required for such work. I will now put the resolution, which is as follows: "It is hereby resolved that a sum of Dollars Four hundred and twelve thousand five hundred and one and Cents fifty-nine (412,501.59) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1911." The resolution was carried unanimously.

**REGISTERED PARTNERSHIP ORIGIN.**

HIS EXCELLENCY—The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Flogging Ordinance, 1903." In doing so he said—This is an Ordinance which has been sanctioned in its present form by His Majesty's Secretary of State for the Colonies. It has been a certain extent been criticised by the Press, the criticisms that I have seen have been because it did not go far enough. It goes, however, as far as the Home Authorities will allow it to go, and it is useless for this Council to pass legislation which will be dissolved shortly after being passed. It authorises the use of the birch in the case of the most serious forms of kidnapping, and following at a distance the principle of the Garretts Act it allows the infliction of the "cat" on those who commit robbery with violence. Under the Garretts Act it is permissible to inflict three floggings with the "cat" of fifty strokes each, in all 150 strokes. This Ordinance allows one flogging of not more than 24 strokes. It cannot be said therefore in my opinion that the principle of this Ordinance is a principle of vengeance. (Applause.) We do not for the prisoner who receives it and we have no desire to wreak our vengeance on him. The principle of this Ordinance is to be a deterrent. It is not remedial. But it is compulsory. We want to inflict the "cat" on an individual because we want to show the class from whom this individual is sprung that they do these things at their peril. We inflict the punishment as an example to others, and we do not wish to move the second reading of the Bill.

Hon. Mr. POLLOCK—The clause says that what has fallen from the learned Attorney-General that the corresponding provisions of the Home Act authorise three floggings of 50 strokes each. I do not know, Sir, for what particular reason there was any departure from that Act in adopting it to this Colony.

HIS EXCELLENCY—The Secretary of State has limited the number of strokes to 24. The original number proposed was in excess of that.

Hon. Mr. POLLOCK—It is not clear here. Does this mean 24 strokes in one flogging?

HIS EXCELLENCY—Yes.

Hon. Mr. POLLOCK—There is a section in the principal Ordinance which limits the floggings to one.

Hon. Mr. POLLOCK—The clause says that flogging shall be inflicted privately in the prison and within six months of the sentence. The Attorney-General pointed out that one of the objects to be attained was that those floggings would not act as a deterrent to others. It seems to me that the word privately is an unfortunate word to use. It implies that a prisoner will be taken somewhere and flogged privately so that his fellow-prisoners will not see him being flogged. The Colonial Treasurer—That has been the custom for many years in Hongkong, and it is a very proper custom, too.

Hon. Mr. POLLOCK—I don't see how a private flogging can act as a deterrent. It seems to me that the word privately should come out and after the words "in prison" the following words might be inserted: "in the presence of the other prisoners."

HIS EXCELLENCY—The people we wish to deter from committing armed robbery are not those already suffering imprisonment for other offences, but those outside of the prison. The fact that the sentence is pronounced publicly is, I submit, sufficient intimation to them that the prisoner will receive the "cat." It would be creating a very unpleasant spectacle to carry out flogging publicly, and merely to flog a man before other prisoners who cannot possibly by reason of their being in prison commit armed robbery would be to defeat the object of the Ordinance.

Hon. Mr. POLLOCK—The hon. Attorney-General does not seem to see that these people in prison very often go into prison again, and in this Colony as well as in other places there is a class of prisoner known as habitual criminals, and it is for the benefit of those people that a prisoner should be flogged before them so that the flogging will act as a deterrent to them.

HIS EXCELLENCY—My experience in England was that the majority of criminals were habitual criminals, but I was informed by the Captain Superintendent of Police the other day that he had never experienced a case in which a man who had served a sentence of seven years or over had relapsed.

Hon. Mr. KIEWICK—Wasn't that on different grounds? The Captain Superintendent of Police said that the prisoners did not come back after seven years because they were so

well looked after and taught a trade, and they thought it paid them better to work at a steady job than to go back for another seven years.

HIS EXCELLENCY—That was so. Prisoners are so improved by prison discipline that they do not require to see those horrible sights.

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Hon. Mr. POLLOCK—I would suggest that the words "in private" be omitted, and that after the words "in prison" be added the words "in the presence of the other prisoners."

Hon. Dr. Ho Kai—Largely suggest that the word private be deleted and that the matter be left to the prison authorities.

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Hon. Mr. POLLOCK—The Secretary of State will instruct us to put in the word private for confirmation. Public floggings have been out of date now for many years.

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## INTIMATIONS

## ERUPTION ON BOY GREW UNPHEARABLE

Cried for 18 Months, Day and Night. Scab Formed from Head to Foot. Was Told Only Time Would Cure It. Tried Cuticura Soap and Ointment.

First Application Eased Itching. Kept On. All Scabs Cleared. Now Bonny Boy, Spotlessly Clean.

"My little son had a very bad case of Eczema. It was on his head and face. He was crying all the time. I tried everything but nothing would cure it. I tried Cuticura Soap and Ointment. It worked. He is now a bonny boy, spotlessly clean."

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## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 28th April state—Business during the past week has been on a fairly moderate scale, and rates generally have ruled steady. "Rubber" after weakening, in sympathy with the decline in value of the raw material, have recovered to some extent on the receipt of better news from London, and at the close the market has an improving tendency. Fine Hard Para Rubber after declining to 4/9 per lb. has advanced to 5/3, (today's quotation from London), closing firm. The open market rate of discount has advanced to 2 1/2 per cent, but the Bank of England rate is unchanged at 3 per cent. Star Silver is quoted at 24 1/2 pence, and the T. R. rate on London at 1/9. Shanghai T. R. is unchanged at 7 1/2.

BANKS—Hongkong and Shanghai have been reported from the North at 89 1/2, and small local sales have been looked at the latter rate. London has improved to 88 1/2. Nations are still engaged for at 88 1/2, but we have no business to report.

MAINE INSURANCES—Unions after sales at 88 1/2, can dividend, have improved, and there can now be placed at 88 1/2 ex dividend. North China have been booked at 12 1/2, Yangtze at 8 1/2.

FIRE INSURANCES—Hongkong have ruled steady with sales at 83 1/2. Chinas are quiet with small sales at 81 1/2 and probable sellers at the rate.

SAFFRON—Hongkong, Canton and Macao close quiet at 29 1/2 with small sellers. Indo-China have been sold extensively to London during the interval at 86 1/2 and 86 3/4, market closing with buyers at the former rate. China and Macao have been done at 82 1/2 and 81 1/2, market closing with sellers at the higher or rate. There are sellers of Shell Transport at 9 1/2 and buyers for London account at 8 1/2.

REFINERIES—A sale of China Sugars at 110 1/2 has been booked, and at this rate more shares are procurable. Luzons close without feature at 82.

DOCKS, WHARVES AND GODOWNS—Hongkong and Whampoa Docks have been sold at 85 1/2, market closing steady. Kowloon Wharves are still on offer at 85 1/2 with small buyers at 85. New Army Docks have improved to 86 1/2 buyers and no sellers. Shanghai Docks are procurable at 15 1/2, and Shanghai and Hongkong Wharves at 15 1/2.

LANDS, HOTELS AND BUILDINGS—Hongkong Lands are easier with sellers at 89 1/2. Kowloon Lands continue on offer at 82 1/2, and Hampshire Estates at 86 1/2, but at 86 there are buyers of the latter stock. Hongkong Hotels are in firm request at 11 1/2 and 12 1/2 for the old and no issues respectively and no sales to report. West Point has been booked at 84 1/2. Shanghai Lands are quoted at 15 1/2, and Manila Metropolitan Hotels at 8 1/2.

COTTON MILLS—Quotations are unchanged and there is no business to report.

MISCELLANEOUS—Dairy Farms have been booked at 20 1/2 and 20 3/4, and at the latter rate more shares can be placed. Sales are also reported of Ropes at 8 1/2, Hongkong and China Gas at 19 1/2, Steam Fisheries at 8 1/2, and Steam Landry at 8 1/2. We are in request at 8 1/2, Powell at 8 1/2, China Lights at 8 1/2. There are sellers of Cement at 8 1/2, China Providents at 8 1/2, Electric at 8 1/2, Langkats at 8 1/2, and China Borneo at 8 1/2. Langkats are quoted in the North at 15 1/2 with probable buyers.

RUBBERS—Closing quotations—middle prices—received from London by wire to-day are as follows: Highlands and Lowlands ... 100/-; Leubays ... 70/-; London Asiatics ... 12/-; London Ventures ... 102/6; United Serdangs ... 4/6; Alagars ... 32/5; Sapong ... 49/5; Linggis ... 49/5; Eastern and International Trusts—8 1/2 prem; Rubber Trusts ... 17 1/2 prem; Anglo-Malays ... 21/-; St. Barts ... 7/-.

Our report of the excellent concert given by the Hongkong Philharmonic Society last night will appear in our next issue.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stalls: KOWLOON BOOK STALL, Ferry Wharf; Messrs. H. RUTTONIDGE & SONS, Kowloon Store, No. 36, Hingling Road; Messrs. HUNG CHEONG, Hingling Road; Mr. AH YAU, Hongkong Stall, Ferry Wharf.



## A City Constable

Nervous Depression,  
Lassitude, Rheumatism

From all lands, deputations come to study the method which has made the London Constable superior to all others. "The method by which I make myself equal to my work," says Constable Lawrence, "consists of taking Phosferine at intervals, as in this way I keep myself alert mentally and physically." Since taking Phosferine, Constable Lawrence can remain on "point" duty in all weathers, controlling the amazing volume of City traffic, without experiencing the terrible nerve strain and weariness which formerly distressed him. Even amongst men who excel, Constable Lawrence is known as an exceedingly capable officer, equal to any emergency, and he declares that Phosferine alone enables him to maintain himself in this fine condition.

## Quite removed.

Constable Lawrence, 398, High Road, Tottenham, writes:—"Possibly there is not an occupation more nerve trying than that of a 'point-duty' policeman, especially when the roads are slippery and the drivers have a difficulty in holding up their horses. Add to this, the skidding of motor omnibuses and the dodging of taxi-cabs, &c., it will be seen that my duty is not a pleasant one. I am sure that no one would care to change places with me for more than a few minutes, for it would at once be felt that the dangers are too numerous to cope with. Policemen look big, strong men, but are just as likely to get run down in health as other men, and this is what happened to me some time ago, when I suffered from headache, nerve-depression, lassitude and rheumatic pains. After trying many remedies, I was recommended Phosferine, and can say that it is a wonderful renewer of health, and seems to put fresh life into one from the first dose. I am now quite myself again, and very thankful that Phosferine was brought to my notice."—March 5, 1910.

## PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility  
Indigestion  
SleeplessnessNeuralgia  
Maternity Weakness  
Premature Decay  
Mental ExhaustionLassitude  
Nourishment  
Faintness  
Brain-FogBackache  
Rheumatism  
Headache  
Hysteria

and all disorders consequent upon a reduced state of the nervous system.



## The Remedy of Kings



Phosferine has been supplied by Royal Commands to the Royal Family, H.M. the Empress of Russia, H.M. the King of Spain, H.M. the King of Greece, and the Principal Royalty and Aristocracy throughout the World. Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles 1/6, 2/6, and 4/6. Sold by all Chemists, Grocers, &c. The 2/6 size contains nearly four times the 1/6 size.

## THE SWAN FOUNTAIN PEN

NEEDS NO COAXING.

Many other Pens do, but with the "Swan" it is simply a case of reversing the cap to write—that's all! It does not leak, splutter or scratch, and the ink is supplied both above and below the pen point—the natural way—and so the flow is constant. There are no complicated "wreaths" to understand, and no trouble in filling.

Sold by all High-Class Stationers, Jewellers and Importers.

Illustrated Catalogue, Post Free on application to  
**MABIE, TODD & CO.,**  
MANUFACTURERS,  
79 and 80, HIGH HOLBORN, LONDON, W.C., ENG.,  
and at  
Manchester, Paris, Brussels, New York,  
Etc., Etc.

## BOVRIL

Tickles  
the  
Palate

## SCIENTIFIC MISCELLANY.

## A SUCCESSFUL LAND-PROTECTOR.

A flexible armour of concrete bricks strung on wire is a novel method for a sand deposit, and is a French solution of the problem of preventing the washing away of river and lake shores and even the shifting of dunes exposed to the ocean. The bricks, weighing ten pounds each, are pierced with two holes each for the passage of galvanized iron or copper wires. The slope being properly graded, a horizontal wire cable is stretched along its bottom, wires are attached to this, and the bricks are slipped upon the wires so as to lie close together in regular rows. The bricks can be made and laid rapidly, the gravelly sand of the locality being used with the cement. A number of applications of this method of land protection have been made in France, and have successfully resisted water, frost and ocean gales for two or three years. The sheeting of the Scaevola dune, soon to be extended 3,500 feet, is now 900 feet long and 20 feet high. The first part was completed early in 1909, and has withstood some bad storms.

## THE EYE SKEATH OF BIRDS.

The "parabol" with which the eyes of such birds as owls, eagles, and crows are protected has been the subject of recent experiments by French naturalists. This is a black, opaque membrane attached to the retina near the optic nerve, and while it does into a thin line that does not interfere with vision, it opens so as to completely cover the retina and protect it from strong light. The eagle that boldly faces the sun sees nothing, for his curious eye parabol is spread.

## EARTHQUAKE FORESTEY.

To prevent earthquakes seems to be the most surprising of the many reasons for restoring forests. It is suggested that in such localities as Messina and southern Italy cutting away the forests has loosened the soil, and this may have given rise to faults and added to the earthquake disturbances and their effects. If this theory is correct, of course, replanting the trees should again bind the loose material with roots giving the surface its old-time greater stability.

## THE IRON THAT GROWS.

Since the growth of cast-iron under repeated heatings first attracted attention some years ago, various explanations have been offered. Superheated steam causes high-pressure steam valves to become enlarged, and in the great Baltimore fire-cast-iron beams were so changed by the intense heat as to distort and ruin masonry buildings, while the buildings in which cast-steel had been used were not affected. Repeated heatings cause cast-iron bars to become porous and cracked. Prof. H. Carpenter, a British metallurgist, explains that the growth has now been definitely ascribed to the chemical reaction that takes place between the flame gases and the constituents of the iron, especially to the change of silicon to silica, and also to the reaction between the flame gases and the gases originally dissolved in the iron. To obtain iron that will not grow it has been necessary to give care to its composition. The silicon must be removed as nearly as possible, and all carbon contained must be in chemical combination with the iron, none being present in the free state.

## EARTH TREMORS FROM CHANGING AIR PRESSURE.

Changes of pressure over the great areas of high and low barometer that persist for long periods: over much of the earth's surface are regarded by Dr Otto Klotz as a cause of earth vibrations, or microseisms. The creation or alteration of these areas shifts a vast load, and may set up vibrations in blocks of the earth's crust covering tens of thousands of square miles. Differences of temperature or the transient weather areas would have little influence. The nature of the vibrations produced is possibly dependent on or modified by marked geological configuration, and when once set up the vibrations may continue long after the cause has disappeared.

## ENGINE ECONOMY.

Though aeroplane engines represent a gain in lightness, they show a loss in fuel economy. Such is the result of tests carried out at the National Physical Laboratory in England, where it has been learned that the Gnome engine, so famous for lightness per horse-power, uses 0.89 pound of fuel per brake horse-power hour, while a good automobile engine runs on 0.54 pound.

## BAKING BY STEAM WITHOUT PRESSURE.

As water is heated above 212 deg. F., the pressure rises very rapidly with the increasing temperature of the steam, but the new method of superheating without the water may give steam a temperature higher than that of red-hot iron with a pressure perhaps not exceeding a pound per square inch. This method has been applied to heating bakers' ovens. Superheated steam has been used in the old way for baking, but the temperature of 700 deg. or 800 deg. or more develops a pressure that may reach 2,000 pounds per square inch, and as the steam-pipes passing around the oven become rusted and worn there is much risk from bursting pipes. By the new plan, the steam is first generated in a small boiler. It is then passed through a number of pipes in a furnace, and is there superheated to 1,000 deg. before entering the pipes of the oven. In the process of baking only a part of the heat is given off; the steam being left sufficiently hot for boiling and other purposes before it condenses again to water. Steam superheated in this way being safe and economical, is recommended for a variety of uses.

## ELECTROCUTION.

Considering the curious fact that an electric shock of 100 volts is sometimes fatal while currents of 1,000 volts do not always kill, a British Medical Association paper points out that the effects depend upon many factors. The volume, or frequency, of the current as well as its tension may count. The character of the

current—whether it is direct or alternating—may play some part, and the duration of the shock and the point of application may signify much. Then, too, the resistance of the skin is not always the same. One individual may differ greatly from another in susceptibility, and even the condition of the mind is found to have an influence, as a person prepared to receive a shock is less liable to be affected than one receiving it unexpectedly.

## VARYING INFLUENCE OF LIGHT.

The action of light on plants has been shown by Coudreaux, a French botanist, to vary with its intensity, as well as with the age and character of the plant. A strong light favours the development of large stores of reserve material, as in the beet, and a weaker light tends instead to promote the growth of vegetative organs.

## PURCHASE OF A REPUBLIC.

PRICE OF GUATEMALA.

According to the New York American a group of immensely wealthy Montana capitalists, headed by former Senator, Mr. William A. Clark, the "Copper King," and a former governor, Mr. A. E. Spriggs, are about to make a curious experiment in national expansion by practically purchasing the Central American Republic of Guatemala.

Mr. Clark and Mr. Spriggs, who are convinced that the financially harassed Republic possesses boundless stores of mineral wealth, have organized a company with a capital of \$3,000,000, which will eventually be increased to \$10,000,000, for the exploitation of Guatemala. From President Cabrera, the company have secured a charter giving them unlimited control over 30,000,000 acres of public lands—more than three-quarters of the total territory of Guatemala. The "deal" is the largest in the annals of American enterprise.

In return for 10 per cent. of the net profits the company are to have the exclusive right to prospect and develop mines, build railways, exploit the water supply, construct telegraphs and telephones, and direct the public services in a country only a little smaller than England. Only one formality remains to be arranged before the syndicate of American millionaires start their unprecedented enterprise. That is the ratification of the charter by the Guatemala Legislature. The Legislature is now sitting and within the next few weeks the charter will be presented for its approval. That it will sanction the "deal" the American syndicate entertains not the slightest doubt, notwithstanding the furious opposition of German capitalists who have been developing rubber, coffee, and other industries in the Republic.

Among American financiers the charter is regarded as perhaps the greatest coup ever effected by a single group of capitalists. "It is the first time in the history of America," one of them boasts, "that a country has been bought outright. Guatemala has been purchased just as a housewife would buy a roll of cotton." The American states that the acquisition of the Central American Republic by the Clark syndicate has the support of the Taft Administration, which is convinced that it will confer great strategic advantages on the United States. Guatemala lies south of Mexico, with Honduras on the east and the Pacific on the west. Its area is 43,290 square miles. Guatemala has existed as a separate State since 1847. The population numbers nearly two millions, half pure Indians and half practically all the others half-castes.

SEVEN  
HAIR FACTS

## ONE

Dandruff is a contagious disease caused by a microbe.

## TWO

Dandruff is a forerunner of itching scalp, falling hair and baldness.

## THREE

Chronic baldness is incurable.

## FOUR

The cause of dandruff cannot be washed out of the scalp with soap and water.

## FIVE

The only way to cure dandruff and falling hair is to kill the germ that causes it.

## SIX

Each day that dandruff is neglected adds to the permanent injury of the scalp, for dandruff does not cease voluntarily while the hair lasts.

## SEVEN

The only safe and satisfactory remedy that will kill the dandruff germ and keep it out of the scalp is NEWBRO'S HERPICIDE.

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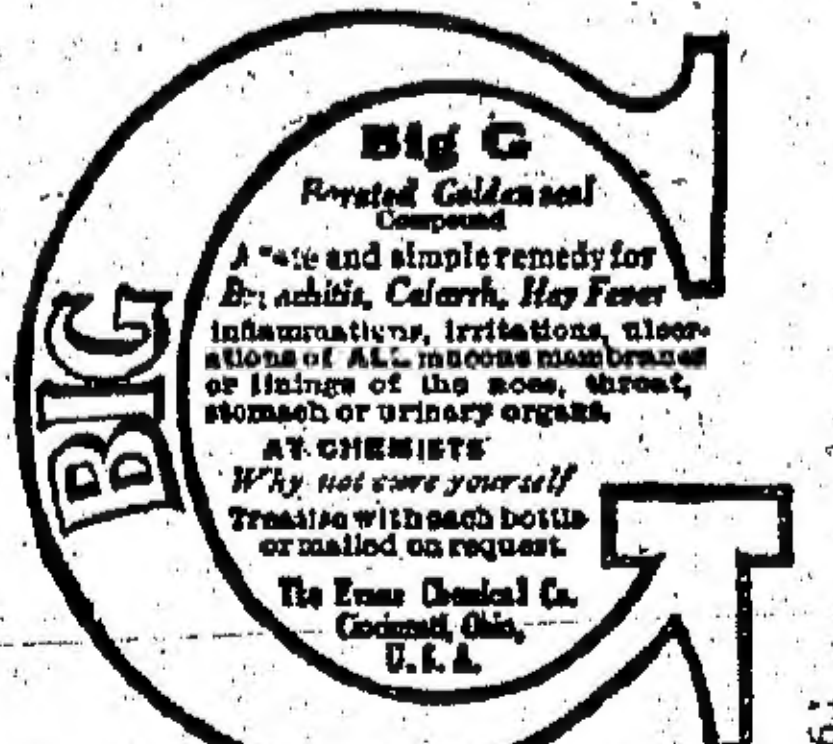
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## UENA, THE GEISHA QUEEN, OR THE PLAY-GROUND OF PASSION.

By CHARLES J. H. HALCOMBE.  
(Author of "The Mystic Flower Land," "Children of Far Cathay," etc.)

### CHAPTER XVII. INTO PORT ARTHUR.

It was a dark stormy night, and Admiral Togo's squadron was having a lively time outside Port Arthur, for a fierce south-westerly gale was blowing, and a mountainous sea was running in the Gulf of Pechili. Now and again the boom of a heavy gun was heard from Golden Hill or Liaotian Fort when the watchful Russians fancied they had got a Japanese vessel within range; and at intervals a search-light flashed its dazzling ray through the darkness—now leaping forth from the *Nikasa* or *Asahi* and climbing up the rocky heights of the enemy's shore, and now sweeping seaward and shimmering upon the hulls and turrets of monitors and battleships whose 12 in. and 6 in. guns from the lofty battlements of the forts were constantly belching forth tongues of flame, mingling their echoing thunder with the tumult of the storm.

Towards ten o'clock that night a small vessel under sail approached the fleet from the south-west. It was the yacht *Far Cathay*, and Merton and the skipper were standing together upon the quarterdeck. Both men were enveloped in oilskins and were eagerly peering into the gloom ahead, for the discharge of heavy ordnance had warned them that they were nearing their destination.

Kaisha was restlessly pacing the deck amidships and looked anxiously and grimly determined. Two days previously they had learned from a passing steamer, bound from Port Arthur to Shanghai, that war had been declared and that the Russian gunboat *Viatka* was anchored in the west harbour of Port Arthur. They had also gleaned considerable information from the master of a Chinese junk bound from that port to Swatow.

A green light and a masted light right ahead! "Was now shot out from forward, and immediately afterwards other lights were reported.

"That's Togo's Squadron, I expect," observed Merton to the skipper. "Haden't we better double our guns and keep away a little?"

"Keep up a little, I guess!" replied the skipper; "for, if we get to leeward of the channel in this howling tempest, I just calculate it will take a tack as long as a purse's shank to get to windward again."

"Mr. Basilin," he said turning to the second mate, "go forward and have the side lights taken in, and call all hands on deck."

Merton wished to avoid the blockading squadron, as he was on a desperate enterprise and did not want to be stopped or interfered with. Rumours were abroad that the entire Russian fleet meant to sail forth from Port Arthur and either fight or try to escape to Vladivostok, which meant courting destruction at the hands of a superior force. So there was no time to be lost if Uena was to be rescued from the dreadful doom which probably awaited her if she remained where she was.

The yacht was close-hauled on the starboard tack and was heading about north-east towards the coast near Jaomucha, which lay some distance to the east of the port. Fortunately the search-lights of the Japanese vessels were directed northward and westward, while those from the forts on shore were not ranged beyond the limit of the blockading squadron. As the yacht was to windward, the *Far Cathay* managed to creep landward without being observed by the blockading fleet.

"We could not have had a better night for the rescue," said Merton, as they forged ahead through the straining shrouds.

"I guess you're right, Mr. Merton," drily replied the skipper, peering shoreward from beneath his bonnet-like sou'-wester and basking among his scurvy crew, "but from which side the salt spray dripped? 'It's about as thick as bilge water and ten times more dirty; but if we tried to make the harbour now we should be sunk like a scupper-nail."

"Then what course do you suggest?" asked Merton, who looked pale and haggard and kept impatiently moving about.

"Well, Mr. Merton," responded the skipper, "I'm of opinion that we had better double reef the foresail and mainsail and dodge along nose-to-wind until the admiral's light turned the lights out and gone to rest and the Russians have done the same."

This advice was acted upon, and the yacht was practically hove-to until night had further advanced. Merton went below to complete his arrangements for the reception of Uena, should he be fortunate enough to effect her rescue. Before returning on deck he went to his berth and offered up a solemn prayer for her deliverance and for the safety of those on board who had volunteered to risk their lives in her behalf.

By half-past ten o'clock the firing and the flash of search-lights had quite ceased, for the gale had increased and was accompanied by heavy squalls and blinding sleet; so probably the opposing forces had suspended hostilities and sought shelter from the inclemency of the weather, leaving the elements to guard their interests until another day had dawned.

Shortly after eleven o'clock all hands aboard the *Far Cathay* were called on deck and the search-lights were turned out of the forecastle and mainmast. Then two hands were placed at the wheel, and the order was given to stand by the fore and main boom sheets; while Merton and the skipper stationed themselves near the after binnacle and carefully watched for a favourable opportunity to put the vessel before the wind and run for the harbour. They were now so close to land that the thundering of breakers could be heard distinctly.

"Slack away the after gaff and boom tackle!" cried the skipper, and turning to the helmsman, he added, "Up with the helm, my lads, and s'only at west-nor'-west!"

For a moment the yacht lay over on her beam ends and quivering, with her after part half engulfed, rose up to meet a breaking wave which struck her amidships and ran forward as the bow swept round before the wind. The next billow seemed to curl above the little vessel's stern, but she plunged ahead, and, being a good sea-boat, the mountainous mass surged under her counter and, running along on either side in walls of seething foam, broke with a noise of thunder beneath her stern.

The skipper now came close to Merton and spoke to him in a grave sturdy voice.

"Look here, Mr. Merton," he said, "you know as well as I do that this is going to be a harbourless job, and those who come through with a whole skin will be particularly well-blessed. That doesn't concern me, though we all stand the same chance under God's good providence—but should it happen that I lose the number of my mess I want you to bury me out yonder in deep water. I was born at sea, and I guess I want to be buried at sea."

Merton grasped the skipper's horny hand and pressed it warmly in both of his; for this old seaman was very dear to him and he could not find words to discuss such a contingency as the one mentioned.

"Do not speak like that," he said with a forced smile. "You have always been so jolly good to me that I cannot spare you. I shall never be able to repay you for all your devotion to Uena and to me."

"Tut, tut, man; that's all right," said the skipper, raising his night-glasses and looking into the gloom ahead. "I promised your father that I would always stand by you, and I have done so. I could not very well let you come here alone to look after that poor young creature bless her!"

"Fortunately Captain Spiles was well acquainted with the harbour of Port Arthur and its approaches, having been a regular trader there in former years, and he knew the narrow channel better than most pilots."

The yacht had a light draft, so it had been agreed upon to run her in close to the western shore and well beneath the heavy batteries of the Tiger's Tail.

At about half-past eleven the men on the look-out reported a white light two points on the starboard bow.

"That's the lighthouse at the entrance," observed the skipper, looking into the forward binnacle. "It's just under the Wai Yuen fort. We're now running in the three-fathom line. 'Port your helm a little,' he said, turning to those at the wheel.

Soon afterwards the *Far Cathay* was brought round until she headed north-north-west, so that she felt the wind and sea more as they were further ahead; but after a time it became apparent that she was under the lee of land, for the sea gradually became smoother and the wind less boisterous, until she swiftly glided through calm water.

"See, we are close inshore," whispered the skipper to Merton, pointing to leeward, where the dismal beating of surf could be heard, and a streak of white foam could be faintly seen. "But the night was so intensely dark that it was impossible to distinguish anything beyond a wall of opaque blackness. It seemed almost miraculous how they avoided running aground."

Onward they went, not a sound being heard save the moaning of the tempest overhead and the lapping and gurgling of water against the vessel and the shore; and every man held his breath and knelt anxiously into the surrounding gloom, expecting every moment to hear the batteries open fire or to see night turned into day by the tremendous search-lights.

However, nothing happened, and the adventurous little vessel passed on into the harbour, on the east side of which the lights of several vessels could be seen.

Presently the skipper pointed out to Merton an anchor-light which was visible on the port bow.

"There's the *Viatka*, sure enough!" he exclaimed, turning to the mate and issuing an order.

The helm was now put down, and, as the vessel swung round head-to-wind, a small ledge-anchor was made fast to a strong hompen rope and quietly dropped over the bows. Then the starboard gill, which had already been unlashed from the davits, was gently lowered into the water, and Merton and Kaisha, accompanied by four picked seamen all of whom were armed, slipped down into it and at once pulled noisily away in the direction of the Russian gunboat, the oars being muffled and skilfully handled.

Merton started the boat well round to the northward of the *Viatka*, which was lying with her head to the south-east, and approached her from astern, so that it was almost impossible to be seen by the main-deck sentries, as the high poop intervened. He noticed that a light was showing through the large stern window at which he had seen Monsieur Durbelle on the occasion of their meeting outside Yokohama, and towards this he steered.

"Pull easy, men," he whispered, as they neared the dark hull, standing up and making a careful reconnaissance through his binoculars while Kaisha took the tiller.

Fortune favoured him, for no one was visible upon the poop deck, though sounds of clinking glasses and guff laughter came through one of the ports which was open.

"Way enough," he breathed as the gig glided beneath the shelter of the vessel's counter and the man in the bow clutched the rudder-ashbole and held her there.

The sounds of revelry, which evidently proceeded from the moon, were louder than ever; so, without making noise enough to be heard, Merton managed to look a small ladder to two ring-bolts in the stern. Then climbing up until his face was on a level with the lighted window, he peeped in.

He could not see anything as the glass was damp and lacy, so he tried to open the window by gently pushing it inward, but it resisted his efforts. Then seeing a narrow aperture at the bottom of it he pressed his fingers under the frame and softly raised the window until he was able to see inside.

It was a commodious cabin lighted by a small swinging lamp and had two plush-covered settees.

He saw something dark and indistinct lying upon the floor near the bunk. With beating heart, he raised the window high enough to enable him to insert his head. It creaked rather loudly, but the noise was altogether drowned by the sounds of revelry which proceeded from the saloon that was situated just outside the state cabins.

As he raised himself and leaned forward, he saw the form of a Japanese woman; but her face was resting against the floor and her body was shivering so that he could not see her features. "Uena Uena!" he whispered; "is that you?"

She did not hear him though she raised her head and pressed her hands to her brow.

He again called her gently.

She looked slowly round and saw someone at the window. Clutching the side of the bunk and trembling with excitement she struggled to her feet and staggered towards the window, at the same time nervously clearing her dishevelled hair from her face. He called to her again.

Then she saw that Merton was there, and with a suppressed cry of joy, she sprang forward and throwing her arms about his neck pressed her face against his shoulder.

"I know you would come, dear," she panted; "that you would come at last!"

"Hush, dear," he whispered raising the window to its fullest extent and grasping her firmly round the waist with his left arm. The space was sufficiently large for her to pass through.

As he gently drew her out, Kaisha coming to his assistance, he was horror-stricken to find that her body was as light and fragile as that of a child and had lost all its strength.

She did not speak again but lay passively in his arms as he tenderly lifted her down and placed her in the stern of the boat, wrapping her in his large fur-lined overcoat. Then helping Kaisha to support her, he grasped the tiller and turned to his men.

"Shore off," he said in a low voice. "Pull starboard!—back port!"

The boat backed out from beneath the vessel's counter and cautiously pulled towards the *Far Cathay*.

(To be Continued).

## FINE NEW MONUMENTS.

MEMORIALS IN ROYAL PARKS TO KING EDWARD AND QUEEN VICTORIA.

Both the King and Queen Alexandra have approved the scheme for a London Memorial to King Edward formulated by the Mansion House Committee, which recommends a statue to King Edward, the demolition of the present bridge across the lake in St. James's Park, the erection of an ornamental bridge in its place, and the creation of an imposing avenue across the middle of the park from Marlborough House to Birdcage Walk. The dominant note of the Memorial will be the commemoration of King Edward's efforts to promote peace. On a central pedestal will stand a bronze statue of King Edward in his robes as a Knight of the Garter. The statue will be about 14 ft. high, and the height of the entire Memorial will be between 40 ft. and 50 ft.

The proposed new bridge is to be an elaborately ornate structure, with piers, balustrades, vases, and stone seats. The whole Memorial will cost £50,000. Mr. B. Mackenall, A.R.A., and Mr. E. Lutyens are recommended as sculptor and architect respectively.

Mr. Brook's nine years' work on the Victoria Memorial Monument is on the point of completion, and this magnificent piece of statuary will be unveiled in the Mall by the King on May 16.

The lower portion, embracing the marble fontaines and basins, retaining walls, sculptured reliefs in bronze and marble, granite paving, steps and plaques, as well as the bronze electric lamps, was exposed to view on the anniversary of Queen Victoria's birthday in 1909. There is now visible a 12 ft. bronze gilded figure of Victory, her head 80 ft. above the roadway of the Mall. She faces down the Mall, and at her feet are the attendant and supplementary figures of "Conquest," "Justice," and "Truth." The marble statue of the Queen, enthroned with orb and sceptre, and facing eastward, is 18 ft. high.

At the opposite side, looking towards the Palace, is the group of "Motherhood." Eight and left, facing north and south, are the groups of "Justice" and "Truth." All these, like the Queen's statue, are in marble. There are still lacking, however, the colossal figures which are to symbolise "Peace," "Progress," "Manufactures," "Agriculture," "Bravery," and "Intelligence."

The other parts of the Victoria Memorial, the new Mall, stone terrace and balustrade, ornamental gardens, and the new wall and gates, were finished long ago.

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Mr. Folk, who is a pensioner of the D. E. I. Government Hospital service, now resides at Soerabaya, Java. "Whilst on patrol duty at Kota Rajah in October, 1909, I was bitten on my right leg, just above the ankle, by what is known as an 'ijerslang,' a small but very poisonous snake," said he. "My body and leg swelled to a tremendous size and I had to be carried in a stretcher to the Hospital at Kota Rajah, a three days' journey, suffering great pain in all my glands on the way. As soon as I arrived at the Hospital I was operated upon by the doctor, and after that was subjected to various treatments, including electricity. For a long time I was unable to walk and had to be fed like a child; I also suffered greatly from insomnia and naturally became exceedingly pale and thin. After nine months in the hospital I was discharged, the doctors advising me to apply for my pension as I would never be fit to work again."

"Upon receiving my discharge from the Army I came to Soerabaya and consulted several local physicians, but after finding that their medicines made me no better they pronounced me incurable. For two months after that I went about on crutches, never dreaming that the time would come when once more I would be able to walk and work."

"One day in reading a newspaper I came across an account of a cure wrought by Dr. Williams' Pink Pills for Pale People and through this was prompted to give them a trial. Purchasing a few bottles I commenced taking the Pills, and after these were finished I was delighted to find myself stronger in every way and able to walk without my crutches. A further course of Dr. Williams' Pink Pills completed the cure. Now I can walk with ease, can eat and sleep well, and my general health has improved wonderfully."

"After my cure I resumed work, being now employed as assistant to the Government doctor at the Government Hospital, Marine Wharf, Oudjong, Soerabaya. Had it not been for Dr. Williams' Pink Pills I would never have been well again."

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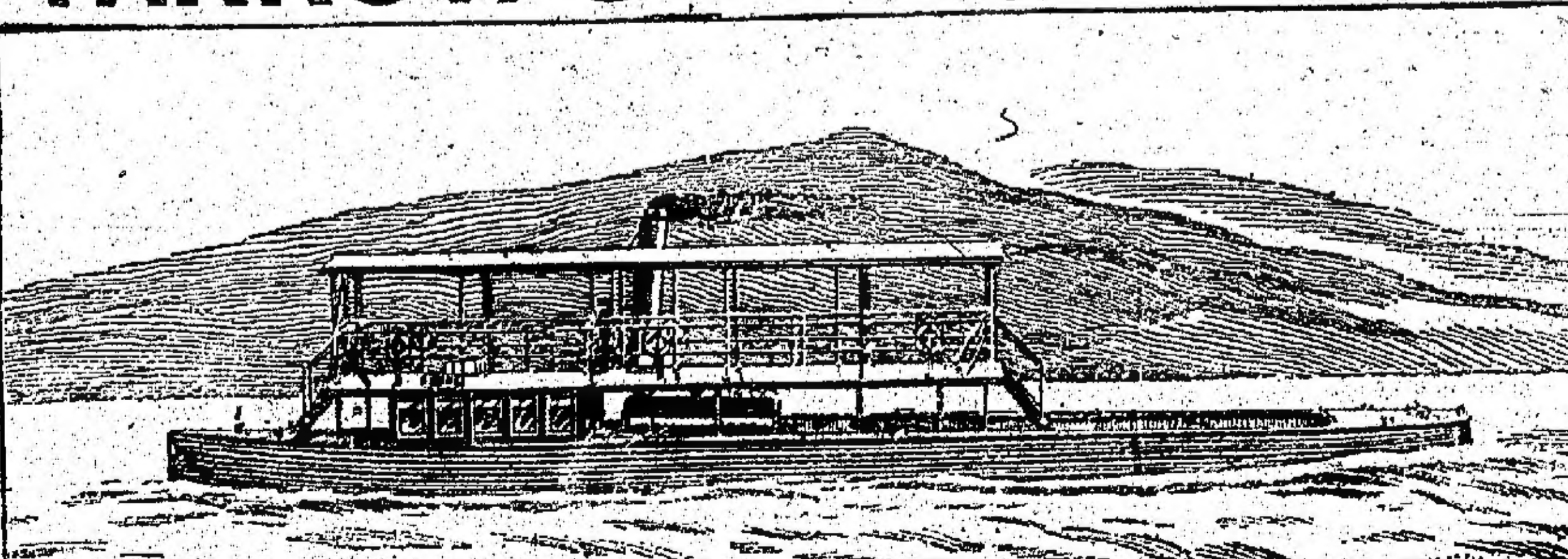
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## PASSENGERS.

## ARRIVED.

Per *Alpago*, from Haiphong, Eng. Fraulob.  
Per *Pichaburi*, from Bangkok, Mr Harold Riddick.  
Per *Changsha*, from Sydney, Mr and Mrs Gibbons, Miss Grosche, Mrs Bryant, Misses Ivy and Elva Bryant, Mr Marshall, Mr McMahon, Mr Nelson and Mr Franklin.  
Per *Tan*, from Manila, Mr McKenney, Rev. Sen, Rev. Julia, Mr Williams, Mr Heywood, Mr Dwyer, Mr Loftson, Mr Sandstead, Mr Turnbull, Mr Pickell, Rev. Bondfield and Mr Williams.  
Per *Assaye*, for Hongkong, from Yokohama, Miss Thomson; from Shanghai, Miss and Mr Parker, Mr Meggitt, Mr G. Owen, Capt. C. Kent, Mr J. Levy, Mr B. Deith, Mr Markham and servant, Mrs and Miss Swift; from Yokohama, for Singapore, Miss Lefroy, Capt. Wood and Capt. Mangie; for London, Mr C. Gair, Mr Saito, Mr B. Gibbs, Mr and Mrs Adams, Mrs Astle, from Kobe, for Marseilles, Mr Colleyshaw and infant; for London, Mr Lofie and servant; from Shanghai, for Colombo, Lt. H. J. Haddon; for Port Said, Mr W. Wallace; for Marseilles, Misses Gibson (2), Mr W. Fielding and Mr P. Ritson; for London, Mrs Grandman and servant, Mr Dooley, Mr C. Christensen, Mr C. F. Vincent, Mr and Mrs. Beth and infant, Capt. G. Anselmi, Mr and Mrs. Gibb and servant, Mrs Stoyker, Mrs Stockman, Rev. P. Stockman, Mr D. Maitland, Mr J. Bos, Mr Pretzjohn, Mr W. Donaldson, Mr J. McLean, Mrs and child, Mr A. Callu, Inspector Torrey and Mr G. Turner.

## EXPECTED.

Per N.Y.K. str. *Atsuta Maru*, from London on the 1st April—Messrs M. E. Walker, H. F. Rankin, J. van Perlestein, T. Hanco, A. R. von Stockhausen, W. P. Thomas, Miss E. Jour, and Mrs T. Wright, Mr and Mrs H. Birkett, Miss Birkett, Miss C. Stokes, Mr W. A. Cole, Mr Sunderland, Miss L. Thompson, Staff-Surgeon M. Kumagawa, Mr and Mrs T. Inouye, Rev. and Mrs C. H. Evans, Mr T. Kubota, Mr and Mrs T. Mikimoto and 5 children, Miss Urakami, Mr A. K. Mins, Mrs W. H. L. Barnes, Mr A. Amigo, Mr C. R. Rice, Capt. M. Sugihara, Mrs T. Kobayashi, Mr and Mrs K. Suzuki, Mr G. Tsuda, Mr T. Suko and Miss K. Tsui.

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## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING  
COPENHAGEN and BALTIC PORTS "CATHAY" About 3rd May  
SHANGHAI, YOKOHAMA and KOBE "ARABIAN" On 4th May

For Further Particulars, apply to

MELOHERS &amp; CO.,

Hongkong, 25th April, 1911.

AGENTS.

## REVIEWS.

*His Master's Purpose.* By HAROLD BINDLOSS.  
London: John Long.

Most people like a masterly man, a man who accomplishes what he sets out to do, and that being so, Geoffrey Thurston, the hero of this book, is bound to win his way to the hearts of readers in spite of his apparent harshness. The story, which is told in a vigorous attractive style which the author has made distinctly his own, has plenty of movement and action. It depicts the struggle successfully waged by men who seek to subdue the mighty elements of nature and to make habitable the waste places of the earth, and the development of Canada has lent itself to fewer fascinating stories than in the one under notice. Geoffrey Thurston had to contend not only with the mighty forces of nature but with men who did not scruple to employ any means to retard his work in the hope that they would benefit from his misfortunes. However, perseverance "won out" in his gigantic engineering undertakings and in his love affairs.

*Where Truth Lies.* By O. MADON HUEFFER.  
London: Stanley Paul & Co.

Cleverly constructed, illuminated throughout by brilliant flashes of humour, highly imaginative, with generally cynical references to predominant influences in social and political life, "Where Truth Lies" is altogether off the track of the ordinary novel of the day. The leading characters are Truscott, a destitute clerk in a City office, who is discovered to be the missing Earl of Danbury, and a young girl, a runaway, supposed to be implicated in the dissemination of forged bank-notes. On the night after he is informed he is the inheritor of an earldom and a hereditary legislator, Truscott finds himself on the Thames Embankment with a £1,000 cheque in his pocket, no means of cashing it, and unable to persuade anyone to believe his story. He goes on a mysterious errand, is first kidnapped and then thrown into the Thames, is rescued by the girl and then wanders with her through Essex, eventually marries her, spending the honeymoon in Paris, and makes the acquaintance of her step-parents in London, when the process of unravelling the plot due to a double impersonation begins and leads to some ludicrously amusing situations. The whole book is a piece of clever, inconsequential extravagance, and at times the reader wonders whether the author is poking fun at him or merely wishes to satirise some of the tendencies of the present-day novel. He professes to teach no moral.

*Before Adam.* By JACK LONDON. London: T. Werner Laurie.

When we say that this is the twenty-first edition of one of Jack London's latest books, it will be obvious that it is unnecessary to recommend it to the public. It is four years since we read the book, and we have re-read it with as much zest as we did upon the first occasion. It has been said by the critic of one of the leading London journals that "Before Adam" far exceeds "The Call of the Wild." This is praise indeed, and though we cavil at the dictum of this particular critic, we are prepared to agree that it is very little short of that masterpiece of the young American novelist in portraying the emotions and instincts of animal life. He deals with monkey-life at the period when it is on the borderland of human development. There is a weird attraction in the theme. The mystery of the creation of man is still unsolved. It was not solved even by the giant intellect of Darwin. But his theory of the evolution of man through serious stages of the animal kingdom is to-day the most widely held explanation of man's existence wherever scientific investigation has spread, and Jack London accepts it as the basis of his work. The book is written with that terse crispness and directness as characteristic of London. It grips the interest and holds the reader enthralled from beginning to end.

*The Night Side of Paris.* By E. B. D'AUVERGNE. London: T. Werner Laurie.

This is not a Murray or a Baedeker. It is not a guide-book in the popular acceptance of the word; yet, armed with this cheap volume, the visitor to Paris, who does not want to be tied to Cook's representative or to trust himself to some who solicit him in the neighbourhood of the Café de la Paix, may see all that is worth seeing outside the recognized show places of the gay capital. M. d'Augerville writes with easy grace, handling delicate subjects with Parisian daintiness. He is never offensive in phrase or suggestion, and yet he manages to convey much to the man and woman of the world. There has been waged during the past few weeks in the *Daily Mail* a controversy as to which of the European capitals has the best claim upon lovers of gaiety. The controversy started with the assertion that Berlin had the first claim, since its night life showed most attractions. It was maintained that it had quite superseded Paris, that Paris was dull by comparison and London simply nowhere. There were not wanting claimants for London and Paris, and one correspondent is of opinion that Vienna is really the gayest of all the gay capitals. But those of us who know our Paris, who are content to breathe the atmosphere of her boulevards, and to frequent the legitimate haunts of her pleasure-loving, laughter-loving people, will not be shaken readily from our allegiance to her. M. d'Augerville's book, now published in cheap edition, contains twenty-four full-page drawings by Harry Morley, with the familiar Moulin Rouge on the cover.

*The Newspaper Press Directory and Advertiser's Guide.* London: C. Mitchell.

This is something more than a Press Directory. It is not only a directory to the newspapers and periodical literature of the world, but is also a gazetteer of the countries and towns of the world, an exhaustive record of British foreign trade and a guide to the fiscal systems and to tariff charges of the British Empire. In all the maturity but not a sign of the decay of old age; although in its sixty-sixth year it has kept on extending its scope and character and appears to be in every respect up to date. The arrangement of the Directory portion is simple and convenient and the literary articles are of interest to most business men.

## THE COLONIAL PUBLIC SERVICES.

## CRITICISM IN BRITISH GUIANA LEGISLATURE.

The Secretary of State for the Colonies was the object of some criticism in the course of a long and animated discussion in the British Guiana Legislature recently, when the elective members protested against what was termed "the stagnation" that was at present taking place to the detriment of the Public Service of the Colony through the non-promotion of subordinate officers to posts either in this Colony or in other Colonies, and the elective members went the length of refusing to vote the salary of an officer appointed by the Secretary of State.

Mr. A. A. Thome complained that men who had given their best days to the service of the Colony had been deluged with criticism. It was not a question of dictating to the Secretary of State what he should do, but a question of justice to deserving Civil servants. Another member, Mr. J. W. Davis, expressed the opinion that British Guiana suffered more in this respect than any other Colony in the West Indies, and said they ought to protest against the flooding of the country with officers appointed by the Secretary of State. A motion drawing the attention of the Secretary of State to the matter was carried, all the elective members present voting for it.

An item on the Estimates for 1911 was "Personal Allowance of 480 dollars to Mr. G. Hampden King, Assistant Government Secretary." The officer was highly praised for his services as Assistant Government Secretary, and on several occasions as Acting Government Secretary and Acting Deputy-Governor, but as a protest against his appointment by the Secretary of State the elective members (who are mainly natives of the Colony) refused to grant the allowance.

The Governor (Sir Frederic Hodgson) admitted that the Assistant Government Secretary had been exceptionally unfortunate in not getting promotion, having been for eleven years in his present position. His Excellency pointed out, however, that the Secretary of State in receiving such recommendations as had been sent on behalf of Mr. King had to look over a long list of officers similarly recommended from other Colonies, and had to take the claims of each office into consideration. Then, various Colonies which at one time were under the Colonial Office were now independent and were no longer available for the transfer of officers from other Colonies to them.

The item was withdrawn from the Estimates. An item relating to the salary of an additional Chief Clerk to the Treasury Department who was recently appointed by the Secretary of State. It was contended that the appointment was unnecessary, as there was a local man qualified to perform the duties, and Mr. G. Garnett, alluding to the fact that the gentleman appointed came from South Africa, like some other officers in the Colony, remarked: "It is merely taking away the children's bread and throwing it to the South Africans." The salary, he added, was only £300 or £350, and if they could not get a man in the public service of the Colony to fill an appointment at a salary like that then it must be uncommonly bad.

The Attorney-General (Sir T. Crossley Mayner) pointed out that to pass a resolution refusing to pay the officer's salary was going a long way in the direction of interfering with the prerogative of the King, through his Ministers, in making appointments to the public service of the Colonies.

It was decided not to vote the salary, and the item was struck out.—Reuter.

## CHURCH SERVICES.

PEAK CHURCH.—Holy Communion 8 a.m. every Sunday.

UNION CHURCH, Kennedy Road, Minister—Rev. W. H. Hickling, 11 a.m. Worship, Hymns 22, 24, 26, Magnificat (Burnett), Anthem, "Hosanna in Excelsis" (Sullivan), 12 noon. Communion. Hymn 468. 4 p.m. Distribution of rewards in Sunday School, Kowloon. 8 p.m. Worship, Hymns 230, 229, 230, 224, 207.

St. Andrew's Church, Nathan Road, Kowloon, 2nd Sunday after Easter, 30th April, 1911. Morning Service at 11 a.m. Holy Communion at noon. Sunday School at 2.30 p.m. in British School. Evening Service at 6 p.m. Services on Sunday are:—Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m., Holy Communion on 1st, 3rd and 5th Sundays at noon, Morning Prayer at 6 p.m.

St. John's Church, Cantonment, Hongkong, 30th April, 2nd Sunday after Easter. Holy Communion at 10 a.m. Matins (11 a.m.), Responses, Psalms, Venite, Hymns, 12 noon. 3 p.m. Service on Sunday. Hymns 140, 259 and 197; Kyrie, Hymns 10, 48, 197 and 483; Sevenfold Amen; Preacher, Rev. C. E. Thompson. B.A.; Voluntary, Fantasia and Fugue.

—Bach. N.B.—Psalms 114 verses 1, 7, 12, and 18 in unison; Psalm 148 verses 1, 2, 7, 8 and 18 in unison; Psalm 149 verses 1, 5 and 6 in unison. Psalm 150 verses 1, 2 and 6 in unison.

## WEATHER REPORT.

On the 28th at 11.55 a.m.—The barometer has fallen slightly at the stations bordering the China Sea, and risen moderately over the N. part of the Sea of Japan.

An area of low pressure, probably of slight intensity, lies over the N. part of the China Sea, and a depression is shown also over the Pacific in the neighbourhood of the Bonins. Pressure is highest over the Yellow Sea. Fresh N.E. and E. winds and squally weather are indicated over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. (N.E. and E. winds fresh; squally, some rain.)  
Formosa Channel. E. winds, moderate.  
South coast of China between 1° and 2° N. Same as No. 1.  
Hongkong and Lannooks. Same as No. 1.  
South coast of China between 2° and 3° N. Same as No. 1.  
Hongkong and Hainan. Same as No. 1.

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Hongkong, 5th February, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "CANTON" On 16th May.

COPENHAGEN and BALTIC PORTS "PEKING" About begin of June.

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## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

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## COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp; C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ASSAYE ..... 7500	April 29	MOREA ..... 11000	May 27	June 2
DELTA ..... 8000	May 13	MOOLTAN ..... 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

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STEAMERS	Leave HONGKONG	Due LONDON
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SUMATRA ..... 4600	May 31	July 17
NILE ..... 6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Suez):  
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## VIA SHANGHAI AND JAPANESE PORTS.

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SUVERIO	6,232	F. S. Cowley	4th May.
KUMERIC	6,272	G. B. McGill	30th May.
LUCERIO	6,400	J. Mathie	30th June.

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FROM HONGKONG: 16th May. FROM COLOMBO: S.S. ELLERIC ... 12th June.

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Telephone No. 780.

Hongkong, 7th April, 1911.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Neon, 29th April	See Special of Call.
SHANGHAI, MOJI, KOBE, PESHAWUR, and YOKOHAMA	Capt. E. W. Bruce	About 2nd May	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, and PORT SAID.	Capt. H. W. A. Clark	10 AM, 3rd May	Freight only.
SHANGHAI, MOJI, KOBE, NILE, and YOKOHAMA	Capt. E. F. Dally, R.N.R.	11 AM, 4th May	Freight and Passage.
SHANGHAI	DEVANHA	About 11th May	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID, and MARSEILLES	SICILIA	About 17th May	Freight and Passage.

E. A. HEWETT, Superintendent.

Hongkong, 29th April, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHENAN	On 29th April, 11 AM
HAIPHONG	SUNGKIANG	On 1st May, Noon
AMOI, TSINGTAU, CHEFOO, and NEWCHANG	NENCIANG	On 1st May, Noon
MANILA, CEBU, and LOILO	TEAN	On 2nd May, 4 P.M.
DAY ISLAND, CORKWATER, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 3rd May, 4 P.M.
TIENSIN	KUEICHOV	On 5th May, 4 P.M.
HAIPHONG	SINGAN	On 6th May, Noon

**DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.**  
S.S. "LIAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 45/- SINGLE and 80/- RETURN.  
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HONGKONG, 29th April, 1911.

BUTTERFIELD &amp; SWIRE, AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

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**H**IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR

## SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS

CAPTAIN

LEAVING.

"HAIYANG" .....	Capt. A. F. Hodgins ..	TUESDAY,	2nd May, at 11 A.M.
"HAIYAN" .....	Capt. J. B. Rouch .....	FRIDAY,	5th May, at 11 A.M.
"HAIHING" .....	Capt. W. C. Passmore .....	TUESDAY,	9th May, at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" .....	Capt. J. W. Evans ..	SUNDAY,	30th April, at 10 A.M.
		WEDNESDAY,	3rd May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

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**DOUGLAS, LAPRAIK & CO.,**

GENERAL MANAGERS.

Hongkong—29th April, 1911.

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DOUGLAS, LARRAIK &amp; CO., GENERAL MANAGERS.

Hongkong, 29th April, 1911.

# HAMBURG-AMERIKA LINIE

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
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### OUTWARD.

FOR SINGHAI, KOBE & YOKOHAMA:

S.S. FREINPERS	...	6th May
S.S. SCANDIA	...	13th May
S.S. SLAVONIA	...	4th June
S.S. SEGROVIA	...	15th June
S.S. SPEZIA	...	1st July
S.S. SILESIA	...	12th July
S.S. C. FERD. LAEISZ	...	28th July

### HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BELGRAVIA	...	4th May.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA	...	10th May.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SACHSEN	...	26th May
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. BAYERN	...	30th May
FOR ROTTERDAM & HAMBURG:	S.S. ARGADIA	...	2nd June
FOR HAVRE & HAMBURG:	S.S. FREINPERS	...	10th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th April, 1911.

# INDO-CHINA S. NAV. CO., LD.

# PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

	FOR	STEAMERS	TO SAIL
✓	MANILA	"YUENSANG"	Saturday, 29th April, 2 P.M.
✓	SINGAPORE, SAMARANG & SOURABAYA	"SUISANG"	Monday, 1st May, 2 P.M.
†	SHANGHAI, KOBE and MOJI	"KUTSANG"	Friday, 5th May, Noon.
✓	MANILA	"LOONGSANG"	Saturday, 6th May, 2 P.M.
✓	SINGAPORE, PENANG & CALUTTA	"NAMSANG"	Monday, 8th May, Noon.
✓	TIENSIN	"CHEONGSHING"	Tuesday, 9th May, Noon.
†	SANDAKAN	"MAUSANG"	Wednesday, 17th May, Noon.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Yokohama.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtau, Weishaiwei, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kandat, Lahad, Duta, Simporna, Twooskan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to  
HONGKONG, 29th April, 1911.

JARDINE, MATHESON & Co., Ltd.,

GENERAL MANAGERS. 115

JARDINE, MATHESON &amp; Co., LTD., GENERAL MANAGERS.

# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

# SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

## PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
• MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
• KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
• SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
• MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
• MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
• KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
• SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
• MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.

\* Twin Screw.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. &amp; M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports £45.

HONGKONG to SAN FRANCISCO £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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# NIPPON YUSEN KAISHA

# (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

## DESTINATIONS.

## STEAMERS.

## TONS.

## SAILING DATES.

MARSEILLES, LONDON and  
ANTWERP, via SINGA-  
PORE, PENANG,  
COLOMBO, SUEZ and  
PORTSAID ... ..

**AKI MARU**

Capt. K. Homari,

7,000

{ WED'DAY, 10th  
May, at Daylight

**MISHIMA MARU**

Capt. A. E. Moses,

9,000

{ WED'DAY, 24th  
May, at Daylight

**KAGA MARU**

Capt. M. Hazino,

7,000

{ WED'DAY, 7th  
June, at Daylight

{ **KAMAKURA MARU**

Capt. B. Kou,

7,000

{ SATURDAY, 20th  
May, from Kobe

VICTORIA B.C. & SEATTLE

{ **AWA MARU**

Capt. Izizawa,

7,000

{ TUESDAY, 23rd  
May, at 4 P.M.

{ **INABA MARU**

Capt. S. Tomioka,

7,000

{ TUESDAY, 20th  
June, at 4 P.M.

VICTORIA, B.C. and  
SEATTLE, via SHANG-  
HAI, MOJI, KOBE,  
YOKKAICHI, and YOKO-  
HAMA ... ..

SYDNEY and MELBOURNE,  
via MANILA, THURSDAY  
ISLAND, TOWNSVILLE  
and BRISBANE

**KUMANO MARU**

Capt. M. Winkler,

6,000

{ FRIDAY, 12th  
May, at Noon

**YAWATA MARU**

Capt. J. Nagao,

5,000

{ FRIDAY, 9th  
June, at Noon

BOMBAY via SINGAPORE,  
and COLOMBO ... ..

**BINGO MARU**

Capt. S. J. G. Parsons,

5,000

{ TUESDAY, 2nd  
May.

NAGASAKI, KOBE and  
YOKOHAMA ... ..

**YAWATA MARU**

Capt. J. Nagao,

5,000

{ WED'DAY, 10th  
May, at Noon

SHANGHAI, MOJI and  
KOBE ... ..

{ **HAKATA MARU**

Capt. A. Mooker,

7,000

{ WED'DAY, 10th  
May.

§ Fitted with New System of Wireless Telegraphy. • Carries Deck Passengers. † Cargo  
‡ Calling at Keelung and Shimaizu.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

Calling at Keelung and Shimon.

# PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

RATES OF PASSAGE.

Steamers. Tons. Leave H.K.

To London, per New Steamer

AKI MARU 7000 10th May

MISHIMA " 9000 24th "

KAGA " 7000 7th June

VICTORIA, B.C. &amp; SEATTLE, WASH., U.S.A.

Steamers. Tons. Leave H.K.

To Pacific Coast Common Points:

AWA MARU 7000 23rd May

INABA " 7000 20th June

To London via New York: 1st Class S £60

via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, &amp;c., apply to

T. KUSUMOTO, MANAGER.

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# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINA OFFICE: LUDGATE CIRCUS LONDON, E.C.

[50]

# TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER Tons CAPTAIN DATE OF SAILING

AMERICA MARU 11,000 A. G. Stevens FRIDAY, May 5th, 1 P.M.

TENYO MARU 21,000 E. Bent FRIDAY, May 12th, 1 P.M.

NIPPON MARU 11,000 H. S. Smith FRIDAY, June 2nd, 1 P.M.

CHIYO MARU 21,000 W. W. Greene FRIDAY, June 30th, 1 P.M.

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

# SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)

Only Regular Direct Service to MEXICO, PERUVIAN and CHILEAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER Tons CAPTAIN DATE OF SAILING

HONGKONG MARU 11,000 H. Hoshikawa SATURDAY, June 17th, 1 P.M.

KIYO MARU 17,500 H. Nishi TUESDAY, Aug. 15th, 1 P.M.

BUYO MARU 10,500 K. Hashimoto SATURDAY, Oct. 14th, 1 P.M.

The Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLEO, IQUQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO £ 45-0-0, Single

" NEW YORK " £ 60-0-0, " "

" LONDON " £ 71-0-0, " "

" " £ 120-0-0, Return 6 Months

" " £ 125-0-0, " "

" SALINA CRUZ or MANZANILLO Yen. 420.00, Single

" VALPARAISO Yen. 570.00, " "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada; also to the principal ports in Mexico, Central and South America.

FOR STEAMERS | Tons (Gross reg.) | LEAVES. |

VICTORIA, B.C. &amp; TACOMA

via SHANGHAI, MOJI, KOBE and YOKOHAMA

"CANADA MARU"

TUESDAY, 2nd May, at Daylight

VICTORIA, B.C. &amp; TACOMA

via KEELEUNG, NAGASAKI, KOBE and YOKOHAMA

"TACOMA MARU"

5,178 TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR STEAMERS | LEAVES. |

TAMUI VIA SWATOW and AMOI

"DALJIN MARU"

SUNDAY, 30th April, at 10 A.M.

ANPING and TAKAO VIA SWATOW and AMOI

"SOSHU MARU"

WEDNESDAY, 3rd May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

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# "The Beer That's Brewed to Suit The Climate"

# "Just Try It"

# Oriental Brewery Limited,

# Hongkong

[42]

# 18 CARAT GENUINE ROLLED GOLD JEWELLERIES

OF  
MESSRS. RODI & WIENENBERGER A.G., PFORZHEIM,  
(GERMANY).

Kept in Stock by the Undersigned.  
THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS.  
Sole Representative for China:

**HUGO C. A. FROMM,**  
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-1)

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	PRE	DATE
Hailong	Victoria	Saturday, 29th, 8.00 A.M.
Jessell and Sandakan	Borneo	Saturday, 29th, 9.00 A.M.
Swatow and Bangkok	Chowat	Saturday, 29th, 9.00 A.M.
Hohow, Singapore and Bangkok	Londra de Heij	Saturday, 29th, 9.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjilarom	Saturday, 29th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO

Mongolia

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to Noon Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)

Assaye

Manila, Cebu and Iloilo  
Manila, Cebu and Iloilo

Yokohama

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA AND VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPE

Empress of India

Shanghai  
Fort Bayard  
Swatow and Bangkok

Chenai

Swatow, Amoy and Tamsui  
Haiphong

Hainan

Singapore, Samarang and Sourabaya  
Haiphong  
Amoy, Tientsin, Chefoo and Newchwang  
Amoy  
Moore  
Shanghai, Kobe, Yokohama, Victoria,  
and Tacoma

Hainan

Swatow, Amoy and Fuchow  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney,  
Hobart, Launceston, New Zealand,  
Dunedin, Melbourne, Adelaide, Perth  
and Fremantle

Hainan

Manila, Cebu and Iloilo  
Manila, Cebu and Iloilo  
Swatow

Sui Tai

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to 11.30 Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Prins Luwig

Singapore, Penang and Calcutta  
Manila, Cebu, Iloilo, Port Darwin, Thurs-  
day Island, Cooktown, Cairns, Townsville,  
Brisbane, Sydney, Hobart, Launceston,  
New Zealand, Dunedin, Melbourne, Ade-  
laide, Perth and Fremantle

Lightning

Shanghai, Kobe and Yokohama  
Swatow, Amoy and Fuchow  
Shanghai, Kobe and Yokohama  
Tientsin  
Haiphong  
Manila, Cebu and Iloilo  
Singapore, Penang and Calcutta  
Tientsin

Cheongching

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to Noon Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Tours

## W. H. ALLEN, SON & CO., LTD., QUEEN'S ENGINEERING WORKS, BEDFORD, ENGLAND.

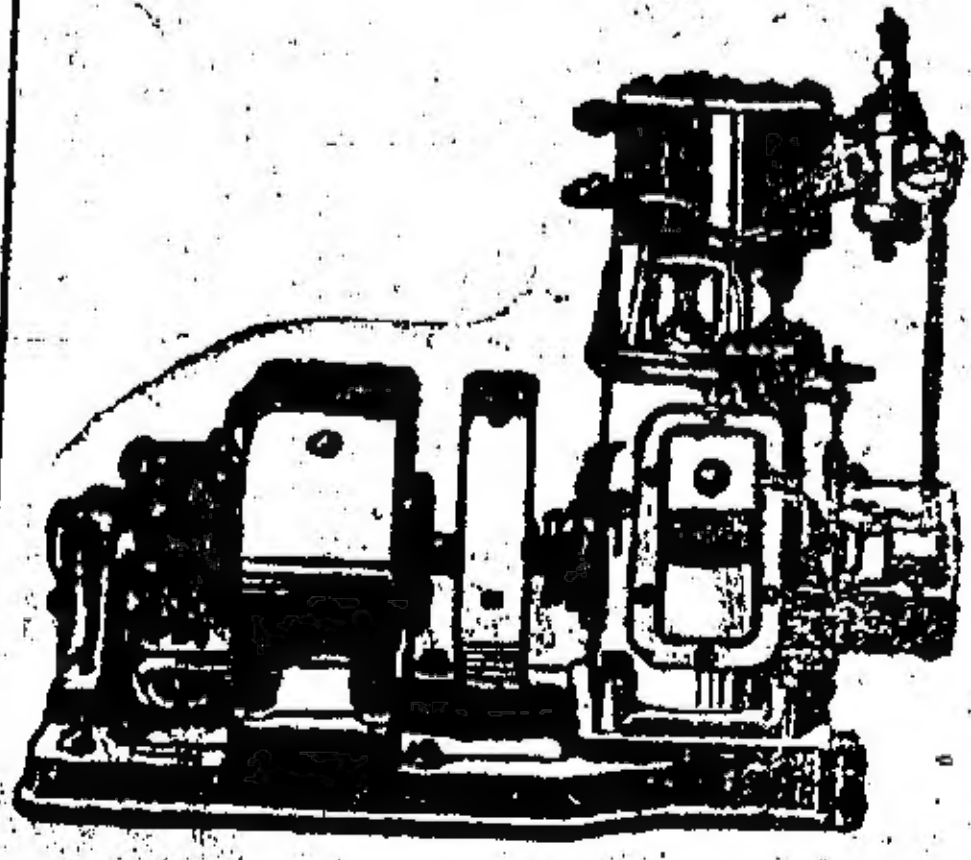
MANUFACTURERS OF:-

- A.—Centrifugal Pumps (including Turbine Pumps) driven by Steam-Engines, Electric Motors or by Belt.
- B.—Condensing Plants of the Surface and Jet Chamber Driven by Steam-Engines, Electric Motors or in any other manner.
- C.—Steam-Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.
- D.—Continuous Current Dynamos and Motors.
- E.—Centrifugal Fans for Forced or Induced Draft Driven by Steam-Engines, Electric Motors or by Belt.
- F.—Allen Vertical Enclosed Air Compressors.
- G.—Vertical Oil Engines.
- H.—"Alkan-Picard, Pictet" Water Turbines.

Full Details and Particulars of any of the above-mentioned Machinery.

## WILLIAM C. JACK & CO., LTD.

14, DES VŒUX ROAD CENTRAL, HONGKONG.



## COMMERCIAL

EXCHANGE  
CLOSING QUOTATIONS.

April 28th.	
ON LONDON:	Telegraphic Transfer 1.91
	Bank Bills, on demand 1.91
	Bank Bills, at 30 days sight 1.91
	Bank Bills, at 4 months sight 1.91
	Credit, at 4 months sight 1.91
	Documentary Bills at 4 months sight 1.91
ON PARIS:	Bank Bills, on demand 231
	Credit, at 4 months sight 235
ON GERMANY:	On demand 187
ON NEW YORK:	Bank Bills, on demand 441
	Credit, at 60 days sight 451
ON BOMBAY:	Telegraphic Transfer 1361
	Bank, on demand 1361
ON CALCUTTA:	Telegraphic Transfer 1361
	Bank, on demand 1361
ON SHANGHAI:	Bank, at sight 743
	Private, 30 days sight 758
ON YOKOHAMA:	On demand 891
ON SINGAPORE:	On demand 891
ON BATAVIA:	On demand 1091
ON HAIPHONG:	On demand 1111
ON SAIGON:	On demand 1111
ON BANGKOK:	On demand 1111
SUBSIDIARY COINS.	
Chinese	20 cents pieces per cent.
Chinese	100 " " \$7.00 discount
Hongkong	20 " " 37.22
Hongkong	100 " " 26.94
Hongkong	10 " " 57.10

## SHARE LIST.—QUOTATIONS.

HONGKONG, APRIL 28TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900.
National Bank of China, Limited	99,925	\$7	26	\$80, buyers
China Borneo Company, Limited	60,000	\$12	all	\$9.
China Light and Power Company, Limited	50,000	\$5	all	\$1: buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$74, sellers
COTTON MILLS.—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$53, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 78	all	Tls. 65.
Laon-Kung-Mow & Co. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Boy Coo Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$72	\$6	\$20, buyers
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sales.
New Amoy Dock Co., Limited	10,000	\$50	all	\$54, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	\$5, buyers
Farwick & Co., Limited	18,000	\$25	all	\$53, sellers
Green Island Cement Co., Limited	400,000	\$10	all	\$53, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$22, sellers
Hongkong Electric Co., Limited	12,000	\$50	all	\$111, buyers
Hongkong Hotel Company, Limited	15,000	\$50	all	\$70, buyers
Manila Metropole Hotel Limited	15,000	\$50	all	\$185.
Hongkong Ice Company, Limited	50,000	\$10	all	\$17, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$7, sal. & buy.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$120.
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$105, x div. buy.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sales
North China Insurance Co., Limited	10,000	\$25	\$5	Tls. 162, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$910, x div. buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$150, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Co., Ltd.	50,000	\$100	all	\$93, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$6, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$28, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
MINE.—				
Societe Francaise des Charbon de Tonkin	16,000	Fcs. 250	all	\$700.
Rand Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$29, sellers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$110, buyers
Phillipine Co., Limited	75,000	\$10	all	\$5, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10.
Douglas Steamship Co., Limited	20,000	\$50	all	\$19.
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	\$294, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	62, bu. & L. don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	90/- sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$125.
South China Morning Post, Limited	6,000	\$25	all	\$25.
Steam Laundry Company, Limited	20,000	\$5	all	\$67.
STONES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$14, buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	all	\$10, sellers
Union Waterboat Co., Limited	100,000	\$10	all	\$500.
RUBBER.—				
Para Rubber in London				5 3/4 per lb. steady
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

TO-DAY.  
12.30 P.M.—Fourth Ordinary Annual Meeting of  
H. Price & Co., Ltd.

EORTHCOMING EVENTS.  
Friday, 5th May—Old Alleynian Dinner at the  
Grand Hotel, 8 P.M.  
Saturday, 24th June—Extraordinary General  
Meeting of the National Bank of China, Ltd.  
12.30 P.M.

## OPIMUM.

April 26th.	
Malwa New	\$2,200/2,250 per picul
Malwa Old	\$2,270/2,300 "
Malwa Older	\$2,320/2,350 "
Malwa V. Old	\$2,360/2,380 "
Persian fine quality	\$1,150
Persian extra fine	\$2,025
Patra New	\$2,350
Patra Old	\$2,350
Banars New	\$2,350
Banars Old	\$2,350

## STEAMERS PASSED THE CANAL.

April 4th—Braemar, Indrapura, Kaga Maru.  
7th—Aleinous, Hudson, Peshawar, Polyphemus,  
Syria, Hermann, Lerche, 11th—Benary, Bloem-  
fontein, Breconshire, Erzerog, Franz Ferdinand,  
St. Zeno, 18th—Atsuta Maru, Brasilia, Buelow,  
Ceylon, Glenora, Kangawa Maru, Mochon,  
Nara, Nippon, Nore, Prometheus, Scandia,  
Silesia, 21st—Antenor, Carlon, Komang, St.  
Peters, 25th—Ambria, Benedi, Pak Ling,  
Pelusa, Sambla, Satsuna, Boyo Maru, Christian,  
Nobe, Gneissau, Neckar.

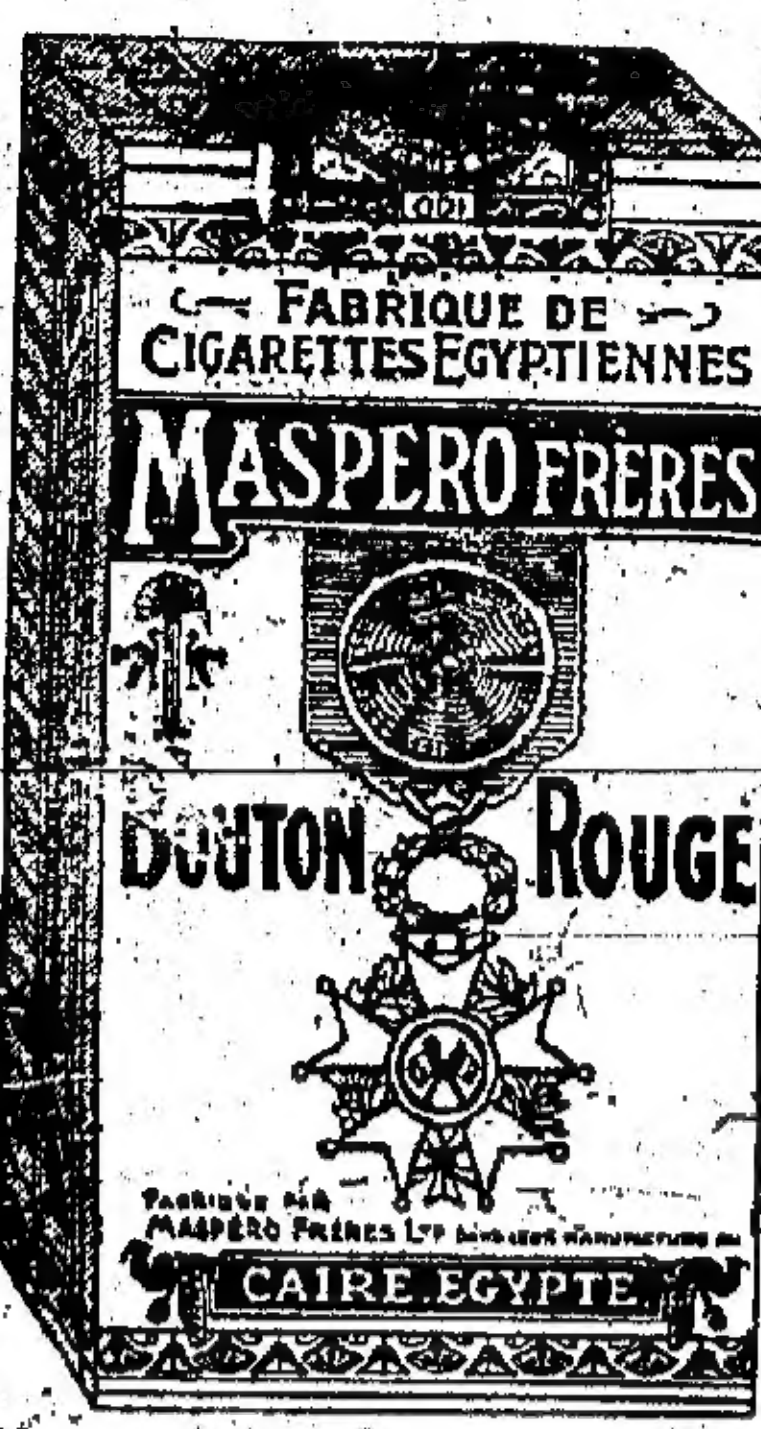
## ARRIVALS AT HOME.

April 25th—Derfflinger, Marmora, Ernest  
Simons.

## PRINTING

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business as the use of First Class Printing.  
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NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Caine Road.

## H. PRICE & CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS  
will be held at the Company's Offices, at 12, Queen's Road Central, on SATUR-  
DAY, the 29th inst., at 12.30 P.M., for the purpose of receiving the Report of the  
Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to  
29th inst., both days inclusive.

By Order of the Board of Directors,

A. CHARLTON,  
Secretary.

Hongkong, 21st April, 1911.

## HONGKONG TIDE TABLE.

From April 29th to May 5th, 1911.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Mean Time.	Height.	Days of Week.	Days of Month.	H'kong Mean Time.	Height.
Sat.	29	h. m.	ft. in.	Sat.	29	h. m.	ft. in.
Sun.	30	10 4	5 7	Sun.	30	10 4	5 7
Mon.	1	11 2	5 2	Mon.	1	11 2	5 2
Tues.	2	10 11	4 7	Tues.	2	10 11	4 7
Wed.	3	10 55	4 2	Wed.	3	10 55	4 2
Thurs.	4	10 42	3 7	Thurs.	4	10 42	3 7
Fri.	5	10 30	3 2	Fri.	5	10 30	3 2

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 28th.

Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.84	29.81
Temperature	66	71
Humidity	86	80
Wind Direction	E	ENE
Force	4	3
Weather	cl	c
Rain	0	0

Highest open air Temperature on 27th... 69  
Lowest open air Temperature on 27th... 65

## MESSRS. FALCONER & COMPANY'S REGISTER.

April 28th.			
Barometer 9 A.M.	Therm. (Wetbulb) 9 A.M.	Therm. (Wetbulb) 12 M.	Therm. (Wetbulb) 4 P.M.
29.89	29.89	29.89	29.89
Barometer 1 P.M.	29.89	Therm. (Wetbulb) 1 P.M.	Therm. (Wetbulb) 4 P.M.
Thermom. 9 A.M.	72	Therm. (Maximum) 4 P.M.	Therm. (Maximum) 4 P.M.
Thermom. 1 P.M.	73	Therm. (Minimum) over night	Therm. (Minimum) over night

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